

ARMADA IN THE ADRIATIC

ARRIVAL of the RN Task Group led by HMS Ark Royal has added a lot of extra weight to the international armada building up in the Adriatic.

The carrier, accompanied by the Type 22 frigates HMS Coventry and HMS Brilliant and the aviation training ship RFA Argus and supported by RFAs Fort Grange, Olwen and Sir Bedivere — the latter soon to be relieved by RFA Sir Percivale — brings an air group of Sea Harriers and Sea King helicopters together with a light gun battery and specialist Army units to protect the UK's humanitarian operation in Bosnia.

But Defence Secretary Malcolm Rifkind has said there are no plans to deploy any of the units embarked to Bosnia itself — unless they are needed to offer extra protection or cover a withdrawal of the existing British presence there.

"Our position remains that it is not appropriate to intervene in what is essentially a civil war," he told the House of Commons. "Our overriding concern, as always, is to ensure the safety of our forces."

Meanwhile the Type 42 destroyer HMS York, serving with the NATO force in the Adriatic, is working to prevent



arms being shipped to the fighting factions in the former Yugoslavia, with patrols shared by six more ships provided by the Western European Union.

"I am convinced that with the number of warships we have in this area, we have a pretty tight handle on what is going on," the York's com-

manding officer Capt. Paul Stone told Navy News.

Unless previously cleared, all vessels bound for any of the former Yugoslavian states are boarded for inspection. Since she took over from HMS Gloucester before Christmas, the York has herself challenged nearly 100, a dozen of which have been boarded or diverted to an Italian port for inspection.

Capt. Stone said policing of the area had been considerably strengthened by Albania's co-operation with NATO, allowing unrestricted access to patrol Albanian waters.

● **The Road To Bosnia** — see page 17.

Squadrons pool their resources!

NAVY fliers flipped when British diving champion Tracey Miles agreed to be adopted as 820 Naval Air Squadron's official pin-up girl.

She is seen here practising pool survival drills at RN Air Station Culdrose a few days before the squadron's Anti Submarine Warfare Sea King helicopters embarked for Bosnia in the RFAs Fort Grange and Olwen.

Meanwhile their "Junglie" counterparts, the Mk IV troop carriers of 846 Sqn, and the Airborne Early Warning aircraft of 849 Sqn were on their way to the Adriatic in HMS Ark Royal (see back page).

Already on station in the strife-torn region was 845 Sqn, operating out of Split as part of the United Nations aid force. LACMN Daryl Morris (right) is seen here watching over the supply route into Bosnia Herzegovina (see page 17). Picture: PO(Phot) Tel Harding.



Fair weather or foul, FDU reveals hidden depths!

WITH operating areas varying from the sun-kissed beaches of Malaysia to the stormy seas off the Scottish coast the Fleet Diving Unit 2 feel they have earned their title as the worldwide operations unit of the Fleet Diving Group.

The 17 clearance divers who make up the unit found themselves, over the past 12 months, participating in foreign mine countermeasure exercises in Denmark, Germany, southern France, Sicily, Spain and Singapore, often as the only RN presence in a multi-national exercise.

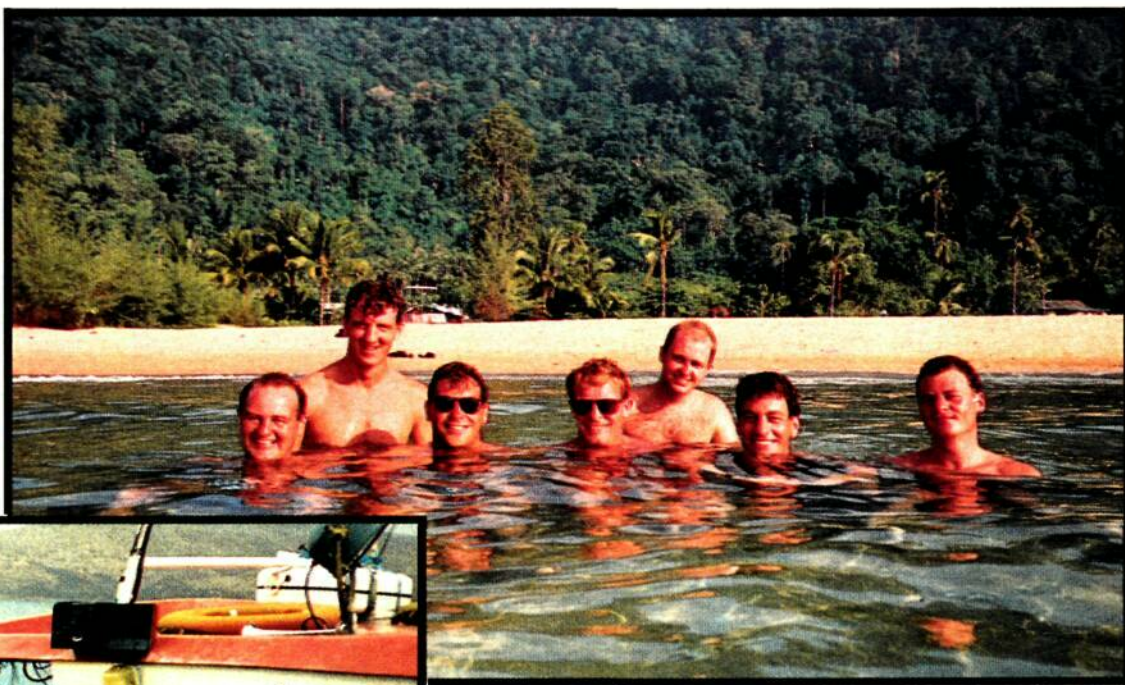
As well as continuing to further their links with Allied divers, established during Operation Granby, they have also supplied personnel for diving trials in Canada and supplemented the divers in Hong Kong.

The unit provides the RN's only

capability to dive below 54 metres by ensuring that three times a year all divers dive to 75 metres (250ft.) using a mixture gas supply of oxygen and helium.

Spending much time in the deep waters around the Scottish islands they are always on hand to offer assistance should it be required.

Last year this included rendering medical help to a fisherman suffering from hypothermia and clearing the propeller shaft of rope of a local Oban boat enabling her to return to harbour against a Force 8 gale.



● Above: Relaxing during Exercise Starfish on the beaches of Tioman Island, Malaysia, are, from left, AB(D) Steve Boyd, Lieut. Pete Williams, Officer in Charge FDU2, AB(D)s Tony Candler and Dino Rushforth, LS(D)s Russ Russell and Taff Hurley and AB(D) Si Marston.

● Left: AB(D) Si Marston assists with clearing the foul screw of the fishing boat Marie Rose II in the stormy Scottish waters.



Services travel road to success

SERVICES Travel Centre of Bognor Regis, which was set up with the aim of providing Service families with concessionary fares, gained no fewer than four awards in 1992.

The latest was from ferry operator Sally Ferries in connection with its cross-Channel service between Ramsgate and Dunkirk.

The Services Travel Centre Ltd was founded in 1983 by Mrs Elizabeth Ford when her husband was stationed at RAF Brampton.

It now has branch offices in HMS Nelson and HMS Drake in addition to offices in Army locations and its head office in West Sussex. — See advertisement on page 15.

Frigate is in Pole position



POLISH Defence Minister Dr. Janusz Onyszkiewicz is pictured with the commanding officer of HMS Broadsword Cdr. Nick Hudson during a visit to the Type 22 frigate.

After embarking by helicopter while the ship was in the Portsmouth exercise areas Dr. Onyszkiewicz enjoyed a tour of HMS Broadsword and was briefed on her operations as she prepared for BOST in Portland at the beginning of the year.

Bravery awards

ROYAL Navy aircrew, serving at HMS Gannet, Prestwick, have received Queen's bravery awards for their actions in a dramatic air-sea rescue in December 1991.

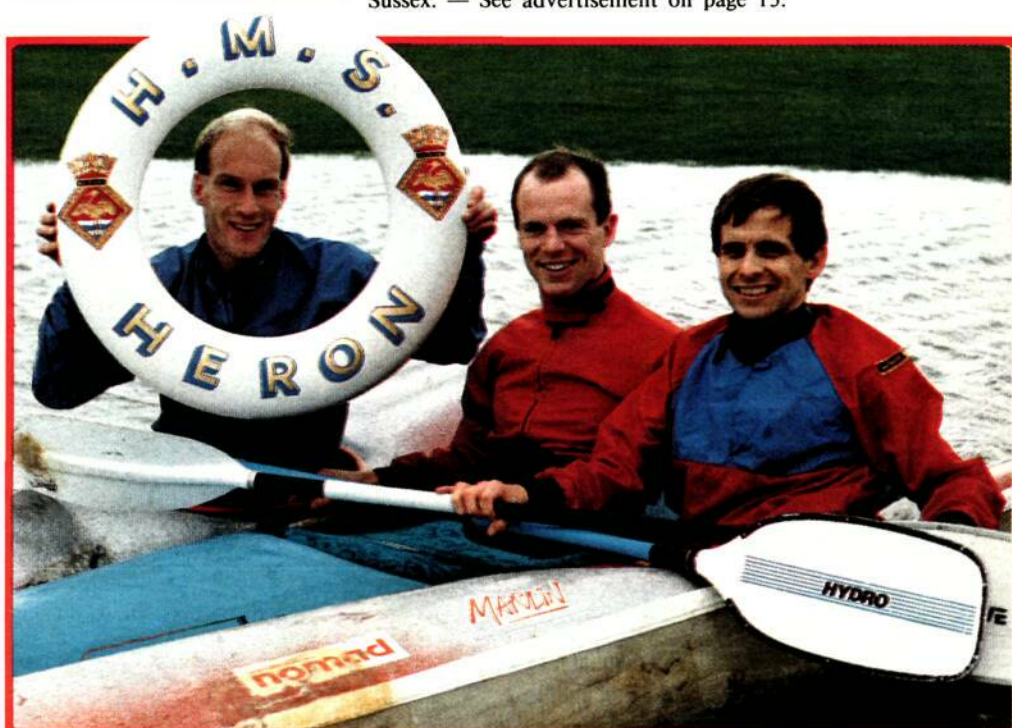
Their Sea King helicopter was launched to assist the Russian factory ship Karlti, disabled off the island of Islay by a freak wave which had killed four of her crew, and in imminent danger of sinking as she drifted into shore in the 50 knot winds.

The survivors were lifted two at a time in two single-lift strops, with all 32 eventually being hauled to safety and transferred to nearby RFA Olva.

Lieut. Gurney Hickey, who piloted the Sea King on the five perilous transfers of survivors from the stricken vessel to the safety of RFA Olva, receives the Queen's Commendation for Valuable Service in the Air.

Observer Lieut. Vic Gover, battling against atrocious conditions, winched up the survivors, assisted by CPOACMN Roy Henshaw, who at one point went down on to the deck of the Russian ship with a stretcher to rescue a badly injured man, his action undoubtedly saving his life.

Both Lieut. Gover and CPOACMN Henshaw receive the Queen's Commendation for Brave Conduct.



Prepare for take off

"CLEAR the runway for . . . three canoes?" That was the strange message received at HMS Heron recently after a particularly heavy deluge of rain rendered the airfield waterlogged.

CPOAEA Mike Smith, Lieut. Rob Brunswick and Lieut.-Cdr. David Gibson, all keen canoeists, took one look at the deepening puddles and decided it was an ideal time to get in some lunchtime training. And just in case there was a chance of being swept away on the crest of a wave CPO Smith kept a tight grip on his lifebelt!

Picture: LA(Phot) Mark Hipkin.

Merseyside — heartbeat of the longest battle

LATEST estimates suggest over two million people will come to Merseyside for the Fleet Review that will mark the 50th anniversary of the Battle of the Atlantic at the end of May.

Fund has five year run of fortune

KING George's Fund for Sailors will disburse over £1,200,000 in grants to around 80 maritime charities over the next 12 months — an increase of over £110,000 on 1991 which makes a fitting finale to the fund's 75th anniversary year of 1992.

It also means that for the fifth year running the figure is a KGFS record, representing a great tribute to the work of the fund's supporters during a period which saw voluntary income increase considerably.

The lion's share of the grants, £1,007,500, goes to organisations which assist elderly seafarers and their dependants. With many who fought in the Second World War now well into their seventies, demands on organisations which support aged sailors are increasing and are expected to peak in 1996-97.

Organisations which have been allocated KGFS grants include the Royal Naval Benevolent Trust (£225,000) and the Royal Alfred Seafarers' Society (£175,000 for its Widows' Benevolent Fund and £30,000 for the War Fund). The society also receives £70,000 towards upkeep of its hospital homes.

Housing

KGFS says divorce and separation among seafaring families is rising year on year, with many children affected, and the fund has increased its support to organisations which look after them by over £125,511 to £476,190.

Support for hospitals, homes and sheltered housing schemes for injured or disabled seafarers and their dependants continues, with a total allocation of £455,500.

Nine missions, clubs, societies and associations which provide social support receive grants totalling £136,000.

Other beneficiaries include the Marine Society (£27,800), Sea Cadet Corps (£38,500), and the RN and RM Children's Trust (£238,000).

● The KGFS chairman, Admiral Sir Anthony Morton, retires at this year's annual meeting after nearly seven years in office. His successor will be Admiral Sir Brian Brown, no stranger to the fund as while Second Sea Lord his area of responsibility included naval charities.

The Duke of Edinburgh is to review around 40 warships from 16 navies and a number of merchant ships that will simulate a wartime convoy off the north coast of Anglesey.

Opening at the same time on May 26 will be the first permanent gallery in a major British museum to tell the story of the longest — and perhaps most important — campaign of the Second World War.

The National Museums and Galleries on Merseyside make an apt setting for this gallery as not only was Liverpool Britain's most important port and home of the Merchant Navy during the conflict, but also headquarters for Atlantic convoy and anti-U-boat operations.

The gallery will give an account of the battle as a whole, with a strong Merseyside angle with the role of the Merchant Navy highlighted alongside that of the Royal Navy.

Also opening will be a three-month exhibition of Atlantic War paintings by marine artist John Hamilton, while during the same week a major international conference on the Battle of the Atlantic is to be held at the Merseyside Maritime Museum.

Diabetic airlifted

HMS London came to the rescue of a diabetic Burmese sailor when she was called up by the Panamanian registered tanker Ocean Jewel off the Lakshapweep Islands in the Indian Ocean.

The Type 22 frigate's Medical Officer, Surg. Lieut.-Cdr. Anthony Roberts and POMA McKay were flown across in the ship's Lynx helicopter and found the sailor was already semi-conscious.

They flew him off 180 miles to Cochin where an Indian Navy ambulance took the by then comatose patient off to hospital.



BEDSIDE CRAMMER



University training for Royal Navy nurses has come with the transfer of the Solent School of Health Studies to the new University of Portsmouth.

Two of the first students to benefit from an opportunity unique to the Queen Alexandra's Royal Naval Nursing Service are Diane Curtain (left) and Pippa Connelly, pictured with three of their civilian counterparts at the launch of the new school hosted by HMS Victory.

Surg. Cdre Tony Hazell spoke of close links between the Navy and the school, based at Queen Alexandra Hospital and formerly administered by the Portsmouth and South East Hampshire Health Authority, which had long provided a valuable sharing of ideas and experience.

IN BRIEF

Veteran's bottom scraped

Fifty members of the British Sub Aqua Club spent a day diving in Birkenhead Dock last month, removing weed from the bottom of HMS Onyx, the submarine veteran of the Falklands War now open to the public as a museum.

□ □ □

Officers from the navies of Oman, the United Arab Emirates, Pakistan, Nigeria and Jamaica were among the 119 who passed out from Britannia Royal Naval College, Dartmouth.

□ □ □

"Trawlers at War" at the National Fishing Heritage Centre, Grimsby — voted Best Visitor Attraction by the English Tourist Board — re-opens daily from 29 March-3 October.

□ □ □

Over 500 personnel from HMS Collingwood took part in a three mile cross country race that saw CPO Catherwood first home in 21 mins 12 secs.

□ □ □

Postage stamps commemorating John Harrison, the clock-maker who perfected the marine chronometer and thus solved the problem of establishing a ship's position in longitude, are issued this month by the Royal Mail.

□ □ □

RFA Regent, veteran of the Aden evacuation and the Falklands War, left Devonport for the breaker's yard last month after a career spanning 25 years.

STANAVFORLANT goes silver

NATO'S Standing Naval Force Atlantic — the world's first permanent multinational squadron — celebrated 25 years of continuous operation last month.

Beginning with only four ships in 1968, it has grown to include up to ten and in the past year its deployment in the Adriatic underlined NATO's new emphasis on crisis management. Meanwhile there was time for unprecedented port visits to former Eastern Bloc ports.

The United Kingdom, Canada, Germany, the Netherlands and the United States contribute ships on a regular basis and Belgium, Denmark, Norway, Portugal and Spain provide units as national priorities permit.

Over 115,000 personnel have served in 525 STANAVFORLANT ships to date and each year the force cruises over 50,000 miles, taking part in national as well as NATO exercises.

It reassembled last month for training off Puerto Rico, with the Type 42 destroyer HMS Birmingham representing the UK.

Arctic training on Tayside

ROYAL Marines on skis and in snow vehicles were called out last month to help motorists stranded in Tayside's worst weather for 20 years.

45 Cdo — who were preparing for Arctic training in Norway — set out with Naval Medical Assistants as all roads within a 25 mile radius were blocked on the night of January 11 and by morning had brought 32 people into their headquarters at Arbroath, where they were given temporary accommodation.

Later sailors from the Fleet Maintenance Department at Rosyth were busy with flood relief work in Perth, up to their knees in water manning the pumps while soldiers were seen ferrying people to safety in boats...

● MEM Michael Deighton and LWEM Tug Wilson enjoy a mug of hot soup from a grateful resident.

Pompey wives

THE Second Sea Lord's Personnel Liaison Team will be visiting the following Community Centres in the Portsmouth area this month to give presentations to naval wives:

● Hilsea Naval Community Centre, Salerno Road, Hilsea. Feb 16 (10.00).

● Rowner Naval Community Centre, Grange Lane, Rowner, Gosport. Feb 17 (10.00).

● Eastney Naval Community Centre, Henderson Road, Southsea. Feb 18 (10.00).

All naval wives are welcome to attend and to put relevant questions to the team on completion of the presentation.

Fieldhouse memorial

The Duke of Edinburgh will unveil the bronze bust of Admiral of the Fleet Lord Fieldhouse overlooking Portsmouth Harbour at Falklands Gardens, Gosport on February 22.

Balancing act for Jack Dusty SRs' sea/shore ratios

THERE is an imbalance in the sea/shore ratios between Chief and Petty Officer Stores Accountants, with the former only achieving Minimum Time Ashore (MTA) (15 months for a 24 month sea draft), whereas the latter retain an Actual Time Ashore (ATA) of 55 months.

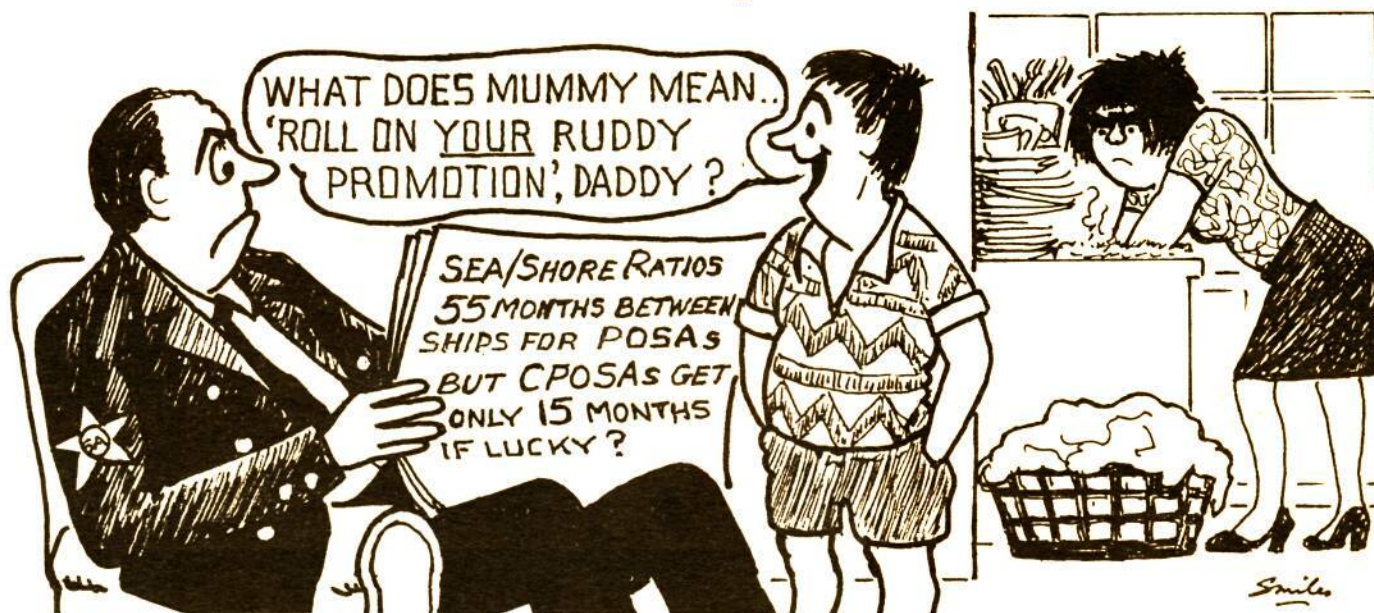
There are many reasons for this, not least the paying off of the Leanders, and hence loss of jobs for Petty Officers, against the gradual but continual introduction of the Type 23, complemented for a CPO.

The only sure way to ease the pressure is to reduce the requirement for Chiefs at Sea. To this end, FOSF and MOD agreed to initiate a CND short term palliative measure, whereby certain Type 22s, a Type 42 and HMS Endurance would get a POSA in lieu of a Substantive Chief, where the alternative would be either a breach of the MTA rules for CPOs or gaps at sea. The alternatives are clearly most undesirable.

This measure will help pre-

serve the Chiefs' position, but offer additional sea billets for POSAs, with the possibility of Local Acting advancement, if so recommended.

In the longer term, measures are being examined to provide a better, more permanent solution, which would entail other S & S branches being re-complemented for a CPO to ensure the Supply Department in DD/FF has the Chief to act as the departmental co-ordinator.



Southern cooking

ALTHOUGH the number of Cook and Steward billets has reduced, particularly in some of the Naval Air Stations, there are new jobs emerging along the South Coast.

In September last year another 24 (15 Cooks and 9 Stewards) billets were added to the uniformed complement in HMS Drake. In April this year, one PO Caterer's and 16 Cooks' billets will be transferred from the Royal Marines to the RN/WRNS. These billets are located at Plymouth (POCA), Lympstone (LCK & CK) and Poole (LCK & CK). By the time of reading, these billets will have been filled initially, but opportunity for shore time nearer home, or for a change of scene, will be there in the future.



Drafty

Pussers and Medics

Retinue requirement

THE task of drafting Cooks, Caterers and Stewards into billets at sea and onshore, is as busy as ever. Although some areas of employment may be reducing in the wake of N.M.S., the search for suit-

able volunteers for retinue and staff duties continues apace, and Drafty's talent scouts are regularly out in the field visiting ships and establishments. They have been looking in particular for the promising Junior Rates who have shown ability to work unsupervised and have a flair for producing that little extra in performance, whether it be a special menu for a formal luncheon party or preparing for and attending VIPs at an official reception.

So, if you really think that Drafty has missed you, discuss the prospects of retinue work with your DO and render a C240.

THE TEAM

Drafting Commander and WOs Appointer	— Cdr Peter Edger	(Ext 2381)
WTRs, SAs and ETS	— CPOWTR John Prior	(Ext 2455)
Office Manager and WTR SRs	— POWTR Mick Aitken	(Ext 2443)
WTR JRs and ETS	— LWREN Karen Jones	(Ext 2285)
	— (TBRB) LWREN Sally Williams	(Ext 2505)
	— POWTR Taff Hinge	(Ext 2444)
SAs	— Lieut-Cdr Terry Morris	(Ext 2456)
CKs, CAs, STDs and QAs	— POWTR Ken Eatwell	(Ext 2446)
CKs and CAs	— LWREN Sara Clarke	(Ext 2446)
	— POWTR Jim Whyte	(Ext 2575)
STDs and QAs	— Lieut-Cdr Mark Wagstaff	(Ext 2570)
Medical, QARNNS and FS	— (TBRB) Lieut-Cdr Roger Pullyblank	(Ext 2570)
	— POWWTR Sue Skinner	(Ext 2445)

Hail and farewell

AFTER nearly three years in post as the Writer's, Stores Accountant's and Education Training Support drafting officer, Lieut.-Cdr. Susan Brookes retires to pastures new. She leaves Drafty, her duty done, with an enviable reputation for being fair and caring, even if a few have received a rare NPPE draft! We wish her well for the future.

Lieut.-Cdr. Mark Wagstaff also leaves Centurion in March to take up his new appointment in RNH Haslar. During his time, he has experienced turbulent times as he conjured the demands of the Service against a rapidly changing manpower situation, considerable shortages, redundancies and female medics to sea. Somehow he has still found time to study for an MBA, represent the Service at angling and keep a well balanced sense of humour. Drafty will miss him and we wish him the best of luck. He is to be relieved by Lieut.-Cdr. Roger Pullyblank, who joins from SRA(SMS), and POWWTR Sue Skinner joined the team in November 1992, running the section desk.

Drafty's diagnosis
The Medical Drafting team,
Lieut.-Cdr. Mark Wagstaff and
POWWTR Suzanne Skinner.



QARNNS at sea

ALL WRNS joining the Service after September 1990 do so with liability to serve at sea. It is perhaps not widely known, but QARNNS have never been included in these new conditions of service and continue to join with no sea liability whether they be nurses or MAs. The implications of this on Drafty are that he still relies on volunteers to fill MA(Q) sea billets. With the prospect of more seagoing opportunities for MA(Q)s in the future, there is a need to at least keep the pool of sea volunteers at its present level and as people inevitably leave the service more volunteers are always welcome.

If you are an MA(Q) and keen to go to sea, remember you can only be considered if you volunteer, but bear in mind, once the step is taken, it is a one-way door and there is no returning to the non-volunteer side of the house. As you read this the first single-handed LMA(Q) will be about to join HMS Norfolk which is a milestone in the evolution of this branch and bodes well for the future of female medics at sea.

REUNIONS SEVEN DAYS A WEEK.

For some, the thought of leaving the forces is a daunting prospect.

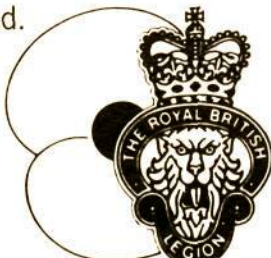
How will you cope leaving behind old haunts, old routines not to mention old mates? Fortunately, there's a way to keep in touch with the past and look to the future — The Royal British Legion.

With 1000 clubs nationwide you can always find somewhere to reminisce, play sport and enjoy an evening's entertainment with people from similar backgrounds to your own.

As a member you'll also qualify for discount travel, insurance and other benefits. But more importantly, while you're helping yourself, your membership will help other ex-Service people in need.

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Ships of the Royal Navy No. 447



TESTING TIME FOR RENOWN



HMS RENOWN has returned to Faslane for the first time since going into a multi-million pound refit at Rosyth in 1987. Last of the Resolution-class of Polaris submarines to be refitted, she will join her sister ships, Resolution and Repulse, in the 10th Submarine Squadron after a period of sea trials and operational work up.

HMS Renown will remain in service until the Trident submarines take over the role of maintaining the United Kingdom's independent nuclear deterrent. The first of these, HMS Vanguard, arrived at Faslane to begin her series of Contractors' Sea Trials at the end of October.

Built by Cammell Laird's at Birkenhead, HMS Renown's keel was laid in June 1964. She was launched in February 1967 by Mrs Edna Healey, wife of the then Secretary of State for Defence, the Rt Hon Denis Healey, and was first commissioned in November 1968. Lady Healey, as she now is, was guest of honour at the Renown's rededication in November.

Each of the Royal Navy's Polaris submarines, equipped with 16 deadly missiles, has a fire-power greater than all the bombs dropped by both sides during the Second World War. Fired from the depths of the

sea, the missiles can reach targets 2,500 miles distant. The range is significant — nowhere on earth is more than 2,500 miles from the sea. Polaris, however, is essentially a keeper of the peace. If the missiles are ever fired we will all be the losers.

The huge, whale-like Polaris submarines, whose displacement of over 7,000 tons — more than a guided missile destroyer — are gigantic in comparison with the conventional patrol submarines. They are true submarines, able to remain submerged for almost indefinite periods.

Their primary source of power is a pressurised water nuclear reactor which provides steam for the propulsion turbines and turbo generators.

Designed for high underwater speeds, the submarines can plunge to great depths, cruise at more than 20 knots for days on end, or lie in wait as long as they wish.

Course and depth can be set by automatic pilot. Since each submarine must remain submerged throughout a patrol, a high accurate navigational system is required. This is provided by SINS, the Ship's Inertial Navigation System.

Long range sonar provides a complete tactical picture of the situation on the surface and beneath the waves. Messages can be sent by radio and navigational information received when the boats are submerged.

Each submarine has two crews; while one is on patrol, the other is in port undergoing refresher training, taking leave, breaking in new crew members and in general preparing to go back to sea. The galley of the Polaris boats is the most comprehensive ever built into a submarine and the two distilling plants on each give a combined output of 10,000 gallons of fresh water per day.

A large selection of films is kept on board, plus a library, and facilities for language and correspondence courses.



Antiquae famae custos or *Guardian of ancient renown* is the motto of HMS Renown. Her badge shows a golden torch and wreath on a blue field.

Facts and figures

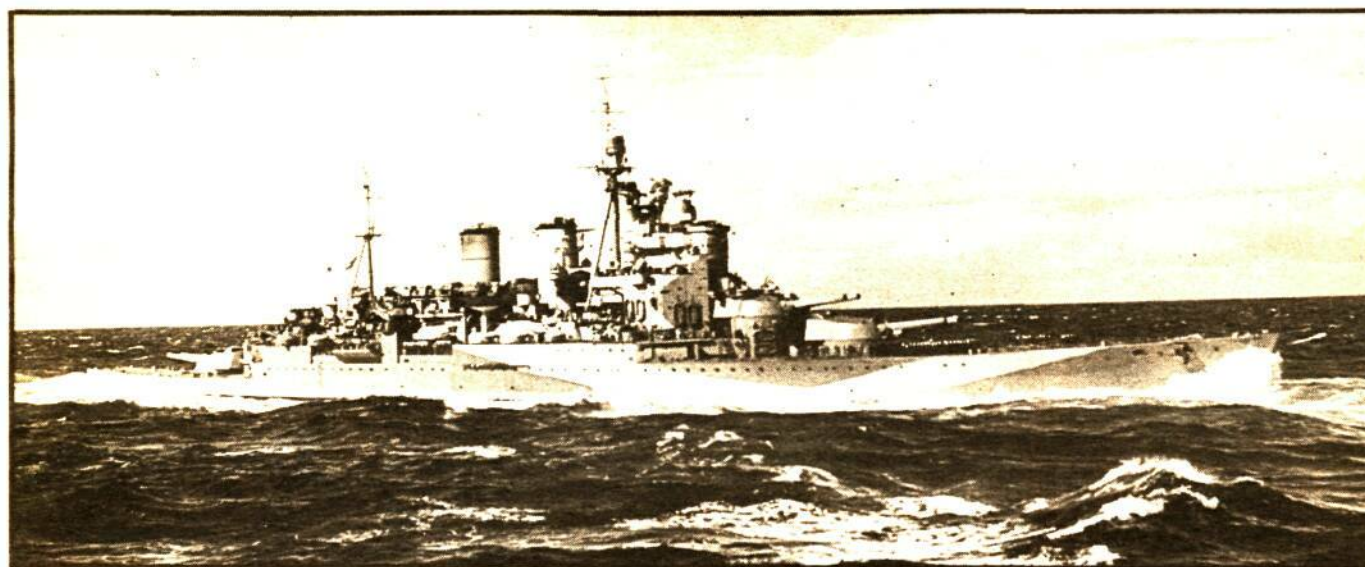
Length: 425 feet. Beam: 33ft. Displacement: Over 7,000 tons. Armament 16 Type A3 Polaris missiles; six 21-inch torpedo tubes. Underwater speed: In excess of 20 knots. Ship's company: Two crews (Port and Starboard), each of 143 officers and ratings. Main machinery: Pressurised water reactor driving a single shaft through geared steam turbines.

Battle honours

Gabbard 1653
Scheveningen 1653
Ushant 1781
Egypt 1801
Norway 1940
Atlantic 1940
Spartivento 1940
Mediterranean 1941
"Bismarck" 1941
Malta Convoys 1941/42
Arctic 1942
North Africa 1942
Sabang 1944

POSTCARDS of Ships of the Royal Navy are obtainable at 60p each (minimum order £1.80) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £6.50 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10/foreign £11.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Bound for glory



PREVIOUS HMS Renown (above), the eighth Royal Navy ship to bear the name, was a battlecruiser displacing 28,000 tons. She was launched in 1916 and armed with A, B and Y turrets, each housing a pair of 15-inch guns.

Her secondary armament consisted of 17 four-inch guns and two 21-inch torpedo tubes below the waterline. Anti-aircraft guns were added later. In 1918 she became one of the first warships successfully to launch aircraft, using a short runway atop B turret.

Between the wars the Renown was host to the Prince of Wales on his tour of the USA and Australia. Following the outbreak of the Second World War she quickly won the battle honour Norway for her action against the Scharnhorst and Gneisenau off Narvik.

The Renown played a significant role in the Battle of the Atlantic before transferring to Force H in the Mediterranean. New laurels were won against the Italians at Spartivento and a host of other actions won her the honour Mediterranean. Force H was also instrumental in the sinking of the Bismarck in the North Atlantic.

Back in the Med, the Renown was involved in the bombardments of Genoa in Italy and Benghazi in Libya. Her part in protecting the Malta and Arctic Convoys won her further honours.

Before leaving the Mediterranean theatre, the Renown supported the Operation Torch landings in North Africa in 1942. Sabang in the Far East

proved to be her last battle honour.

Beginning the list of her predecessors is a French fireship, Renommée (translated Renown), captured by HMS Nonsuch in 1651.

Second Renown was another French vessel; a 30 gun fifth rate ship of the line captured by HMS Dover in 1747. The first British built Renown was launched in 1774. She was a fourth rate boasting 50 guns. She gave 20 years' service, a highlight of which was her part in Kempenfelt's victory over the French at Ushant in 1781.

HMS Royal Oak became the fourth HMS Renown in 1798. She enjoyed a brilliant career against the French at the height of the Napoleonic War. Her ship's company was awarded the Naval Medal in August 1800 when her boats cut out and captured the French privateer Guepe from the Spanish port of Vigo. The Medal was again awarded to the Renown the following year along with a battle honour for action off Egypt.

Ninety-one guns armed the fifth HMS Renown, one of the first Royal Navy ships with steam-driven screw propulsion. This transition to steam was carried on in the sixth Renown, built in 1885. Seventh vessel of the name was a battleship.

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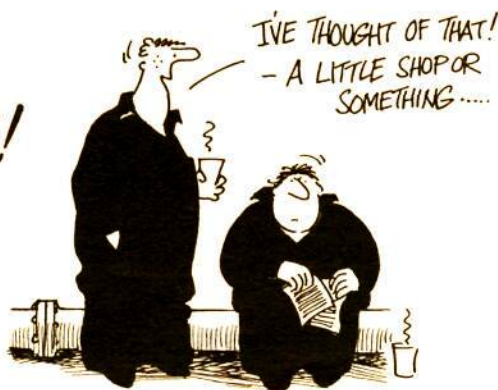
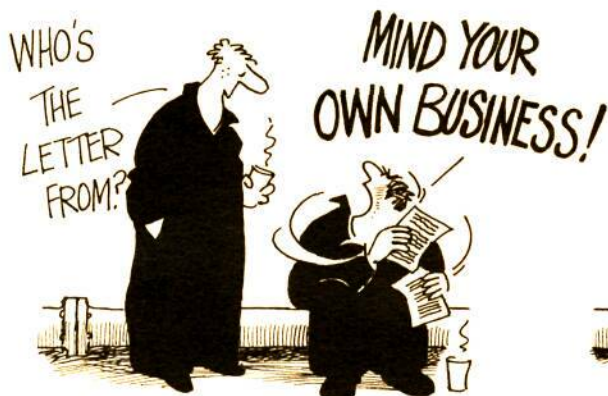
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JACK

BY TUES



Letters



Odd columns of 'spineless' design

AS a student of the history of architecture and with a naval family background, I was interested to read in the January edition of the three-storey office block now being constructed in Portsmouth naval base to accommodate the HQ of the new Second Sea Lord/CINCPACVHOME organisation, but equally I was saddened to see the artist's impression of the design.

Fretful over Porcupine

JUST to put the record straight over HMS Porcupine, torpedoed off Oran on the night of December 8-9, 1942, with nine men killed (and mentioned in your "Fifty Years On" column in December).

Next day a French tug towed us to Arzew where the Yanks were in charge. They gave us a meal of Spam and chips, pumped the ship out and got her back on an even keel.

It was then arranged for the ship to be towed to Oran, where we were eventually dry-docked and made seaworthy — in two pieces stern and bow.

In April 1943 we set off England, calling at Gib to await a slow convoy and get fresh water and provisions — which soon ran out.

I was in the bow's crew and we arrived in Pompey about two or three weeks before the stern bit. I believe the two bits were laid up in Pompey harbour until after the war. — E. F. Sherry, Herne Bay, Kent.

● Ex-AB(Radar) K. G. E. Chaplin also wrote on this topic, saying the two pieces of the ship were called "Porc" and "Pine". He said the bow section was used as an office in Portsmouth dockyard until the end of the war.

If the drawing is to be believed, the proposal shows a building which will stand not only as the impoverished successor to its historical neighbours, but one that is inadequate as a piece of classical design.

Your article describes the buildings as "neo-classical" but to say that is to call a toy boat a frigate simply because it sits in the water and sails. In particular, there is employed a system of columns and pediments which breaks the most elementary rules of classical design.

A look at almost every pedimented building from the Athenian Parthenon to the Naval Hospital at Greenwich reminds that a portico (there are three alone in the drawing) should always have an even number of columns (in contrast to the three and five columns employed here), and indeed that the proportions of the building are wholeheartedly "spineless" in their (incorrect) massing.

When will the Navy and its architects begin properly to appreciate the importance of so much of its architecture, and in so doing create some worthy successors to its 18th and 19th century inheritance? — Benjamin Pentreath, New Town, Edinburgh.

● See Newsview — page 16

Cemetery at Corfu

I WAS interested to read of HMS Gloucester's visit to Albania, also the comment made by Mr. L. Kelly. He stated that in 1945 there was no welcome for them.

In 1946 my husband was serving in the cruiser HMS Mauritius along with the two destroyers Volage and Saumarez which hit mines in the Corfu Channel with the loss of 44 men. Some were never found and were officially listed as "missing presumed killed".

Last year the Corfu Channel Naval Association, of which I am proud to be a member, went back to Corfu to pay homage to these men. There are 12 graves in the British cemetery which are beautifully kept by George Psaila, the resident caretaker. There is also one grave in Malta, that of PO Zarb.

These men who died at the hands of an aggressor in peacetime will never be forgotten. — J. Cooper (Mrs.), Bulwell, Nottingham.

Poisoned paddles

CONCERNING reports of the abolition of the practice of stirring the Christmas pudding mixture with a wooden oar, I

qualify as one of the old sea-dogs you mention, but one not in his resting place just yet!

I joined the RN 62 years ago as assistant cook and was pensioned in 1952.

I assume all the wooden spoons throughout UK are now considered "unfriendly". The authorities concerned would be better employed worrying about nuclear waste.

I can assure everyone that the oars we used during my time in the naval galleys were 100 per cent clean and used for no other purpose than stirring the pudding mixture. I cannot recall any of these oars being varnished — but were all plain, well scrubbed articles. — S. W. Terry, Ex-CPOCK(S), Whitstable, Kent.

Low rated capping

CONGRATULATIONS on keeping your paper so interesting and attractively produced.

But one thing: I have waited in vain for the last 20 years for something to be done about officers' caps! They nearly always look awful and have done since the pique cap covers gave way to plastic covers over a wire framework.

The Army has sorted this out over the years, as has the RAF. The USN always had good cap covers. What are we waiting for? — C. J. Paterson, Cdr.(ret'd), Bentley, Brentwood, Essex.

BEWSA's big deal for wheelers

I SPENT 12 years in the Royal Navy until, in 1987, a freak accident in France left me with a broken neck. The trauma this caused was very considerable, and rehabilitation has been a long and — at times — painful process.

However, for the last 18 months I have been involved with a charity dedicated to helping disabled Servicemen and women by encouraging them to take part in friendly but competitive sport.

This year they are hosting the first International Ex-Service Wheelchair Sports Games at Stoke Mandeville Hospital. At present over 34 countries have asked to send teams over.

If you are one of the thousands of people who have recently received confirmation of entry into this year's London Marathon and are looking for a worthwhile charity to support, I ask you — do you really need to look any further?

Why not run for BEWSA — the British Ex-Services Wheelchair Sports Association — and feel proud of yourself for doing so? I can supply more details (telephone 0329 284607) — Mike Marten, Ex-LS Diver, Fareham, Hants.

met quite a number of my old oppos from around the world.

So come on Mr. Baird, join the lads, have a yarn and see how many old and new acquaintances you will meet. — F. Hardy, Ex-CPO Submarines, Cheshunt Branch, RNA, Enfield.

● Thanks to F. H. Spendlow (ex-Yeo Sigs), of Newport, Gwent, and Second Engineer T. Wesley, of Inverkeithing (ex-POME), who also wrote on this topic. Mr. Baird goes on to suggest the dropping of the word branch among the RNA, believing it sounds more "pusser" to refer, for instance, to "RNA Rosyth" rather than Rosyth branch.

Nuisance not noticed

IN South Africa each year, a day is dedicated recognising the service given to members of the Royal Navy during the Second World War by the Great Dane dog "Just Nuisance AB".

This shipmate was enlisted in the Royal Navy in 1939 and served until his death in 1944. There is no recognition of him in any RN establishment in the UK and I have been running a one-man campaign to have this rectified by requesting that a plaque be placed in an establishment recording the service of this great shipmate.

To help in increasing the chance of my dream becoming reality I would like to hear from people who feel as I do. Would they please write to me direct. — T. Bryant, 51, St. Peter's House, Queens Row, London SE17 2PU.

Digging a new trough

HAVING been affected with the "pensions trough" resulting from 1976-1978, and as mentioned in Navy News last year, the foundations are now being laid for another "pensions trough".

This has occurred with the announcement that public servants' salary increases (including the Armed Forces) will be limited to a maximum of 1.5 per cent for at least a year.

If the pay restraint lasts longer it will have more far-reaching effects.

Is it fair? Is it just? — J. Martin, Gristhorpe, Filey, N. Yorks.



No. 463 39th year

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Badge imbued with an old Bangor

MAY I wish the 10th Submarine Squadron good sailing and a fair wind and congratulate them on the design of their new squadron badge (January edition).

I was surprised and quite pleased to see a replica of my old ship's badge being presented to Capt. Gregory by Vice-Admiral Frere. True it has been "tiddled" up a bit, the only difference appearing to be addition of the star Polaris on the base of the Trident, and the Dolphins as "supporters" at the base of the badge.

The ship concerned was HMS Bude, a Bangor class Fleet minesweeper of the 13th Minesweeping Flotilla (1940-46).

The Bude had good wartime record, serving most of her time in the Mediterranean. She came home at the end of 1944, and was then on operations in NW Europe and the North Sea clearing ground mines.

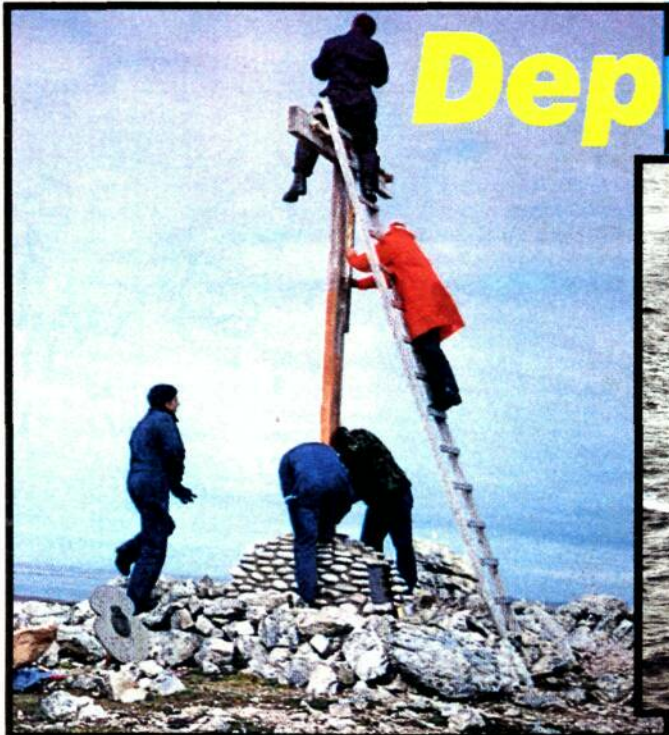
She was put in reserve in 1946, sold to the Egyptian Navy and renamed Nasr.

The badge of the Bude still has pride of place in a small restaurant in Totnes, South Devon, the owner of the restaurant being the younger son of the "Jimmy" of the Bude.

Finally, best wishes to my old shipmates from the Bude; also old 13th MSF hands. — Bill Hil-ton, Algerines Association, Wareham, Dorset.



Deposition from the cross



Falkland Island Patrol Vessel HMS Dumbarton Castle (left) took advantage of the southern summer weather to restore the memorial to HMS Coventry on Pebble Island.

Sleeping in a cattle shed, a six-man team spent three days stripping ten years' deposit of grime and salt and re-varnishing the cross erected in memory of the 19 men who died in the Type 42 destroyer on May 25, 1982 (see picture, far left).

● Moved to a new site at Portsmouth Cathedral following the building of a new extension, the Falklands memorial stone and a new commemorative tree were rededicated by the Provost of Portsmouth, the Very Rev David Stancliffe.

Bob-sleigh

HMS Anglesey received her Christmas presents courtesy of the RAF when a waterproof container "Santa" was dropped to her while on duty in Falmouth Bay. The CO of the Fishery Protection Vessel Lieut.-Cdr Bill Chambers is seen here with members of his ship's company and the RAF Drop Zone Safety Team.



FLOORAL TRIBUTE



Whitby Fine Ground to Inner Bank — members of Naval Party 1008 are seen here with their 640 square mile survey reduced to 13ft x 6ft on the floor of their office at HMS Drake.

While embarked in the MV Marine Explorer (inset) over the past season they also carried out a routine 17 square mile survey in the Dover Strait.



Letters



Three that got away?

IN November 1943 I was a 19-year-old Able Seaman serving in the German Navy in Norway and, together with a colleague, was proceeding on duty to Tromsø in a Norwegian ship laden with ammunition.

En route I went ashore at Flor, where I was taken by a Norwegian to meet three British submariners, whose boat had been sunk and who had taken refuge in a fisherman's house. We spent a few hours talking and drinking gin together, in the course of which I declined an invitation to report their presence to the local garrison HQ.

We parted company on the friendliest of terms and I then rode off with the Norwegian, on a bicycle provided by him to his brother's house outside Flor.

I have never to this day discovered whether the submariners eventually reached home safely and I should therefore, after all these years, like to try to trace them.

The Naval Historical Branch has informed me that, to the best of their knowledge, the only submariners in south-west Norway at the time were three

Welman one-man submarine drivers, who were awaiting rescue after an abortive attack by their craft on Bergen harbour on November 21. At no time, however, had the three drivers, who were eventually picked up by MTBs sent from Lerwick, been in the vicinity of Flor.

I wonder if one or more of the men I met may be readers of Navy News? — **Hans Kamphues**, Hamalandstrasse 93, W-4422 Ahaus-Wessum, Germany.

Evidence removed

JACK the Painter (James Aitken) was executed near the Main Gate of Portsmouth Dockyard in March 1777 for the arson, on December 7, 1776, of the Great Ropehouse

in the dockyard.

A number of his belongings which had been produced in evidence at his trial were on display in the colonnade windows of the Portsmouth Royal Naval Museum some 15 years ago. These included his pistol and an incendiary device, etc.

I am in touch with a US naval historian who is interested in the story of this incident, and I would like to provide him with details of these artefacts. However, despite enquiries at both the Royal Naval and the Portsmouth City Museums, I have been unable to discover their present whereabouts.

May I ask whether any reader knows where I might locate these and any other items which belonged to Jack the Painter? — **E. E. F. Ralph**, Hon. Secretary, Portsmouth Royal Dockyard Historical Society, 28, Leith Avenue, Portchester, Fareham, Hants.



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Evening Cruise to view the Naval Fleet — £9.95

WEDNESDAY MAY 26 LEAVE MENAI BRIDGE PIER 10am back 5pm

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Now you see it . . . now you don't



IT was a case of "hair today and gone tomorrow" at HMS Mercury when a charity beard-shave raised £500 for Children in Need.

Taking part in the sacrifice were, front, clockwise, Lieut.-Cdr. John Carson, who had his beard for five years, Lieut. Steve Cockerill (six years) WOMAA Paul Edwards (17 years) and Lieut.-Cdr. Steve Gwilliam (10 years).

Unfortunately the bare-faced cheek of Lieut.-Cdr. Gwilliam proved to be a bit of a shock for his wife Sue when he arrived home later that evening — he had forgotten to tell her he was taking part in the event!

● Leading Wrens on the POWRENS' Radio Operators' qualifying course helped boost the establishment's final total by raising £516 on a "bog-eyed jog" organised by Marconi at the Mountbatten Centre, Portsmouth.



Children in Need



Nelson expects . . . and they all did their duty

GREATER Nelson — HMS Nelson, all her outstations and lodger units — raised over £5,000 for Children in Need over a two-week period leading up to the big day.

A group of sailors and Wrens dressed as pirates press-ganged personnel into donating £230 while Soak a Sailor by FOSF staff, a 1970s disco, a cake sale by RNSETT and a coffee morning organised by Mrs Roger Lowndes, wife of the Commodore, raised over £1,460. Commodore Lowndes (pictured right) was also on hand when teams from HMS Nelson took part in a fancy-dress It's A Knockout which raised £160.

Other events included a sponsored cycle-ride by Wardroom Stewards (£820), a charity horse-racing night by the WOs' and CPOs' Mess (£442), a Blind Date raffle (£59), HMS Drag contest (£94) and collections by HMS Nelson Main Gate and FOSF parade staff which brought in £307 and £133 respectively.



BIKE RIDE

BIKERS from HMS Dae-dalus took part in a sponsored cycle ride from John O'Groats to Land's End in aid of the BBC appeal.

Organised by CPO Key Sargent, who was accompanied by Lieut. Neil Casson, CPOs Graeme Eady and Paul Baker and AEM Paul Driver, the event involved cycling 874 miles in relays which meant a total of 53 hours riding high in the saddle.

The £1,600 raised by the team was accepted by the commanding officer of HMS Dae-dalus, Capt. David Newberry.

Fired up at Drake

MISS Plymouth, 18-year-old Kerry Hunt of Tavistock, lit up the sky over HMS Drake when she started off an evening of family entertainment by setting fire to the establishment's 15 ft.-high bonfire.

Although entrance to the event was free, visitors donated freely and over £550 was raised for Children in Need and Save the Children.

LEAVING THE ARMED FORCES AND WANT TO OWN YOUR OWN HOME?

A unique new scheme can now help you buy a home of your choice at a price you can afford.

A national initiative for service personnel affected by the 'Options for Change' Review is being operated by the Joint Services Housing Advice office (JSHAO) in conjunction with three housing associations.

Under the scheme you can buy a share in the home of your choice as an affordable alternative to renting.

Do-it-yourself Shared Ownership (DIYSO) enables you to purchase between 25% and 75% of your new home.

For the remaining percentage you can pay a low rent to the housing association. As your earning power increases you can become a 100% home-owner in your own time - should you wish to do so.

The scheme, sponsored by the Housing Corporation, is being operated in the following areas:

Midlands



Orbit Housing Association
☎ 0926 332255

South & West of England

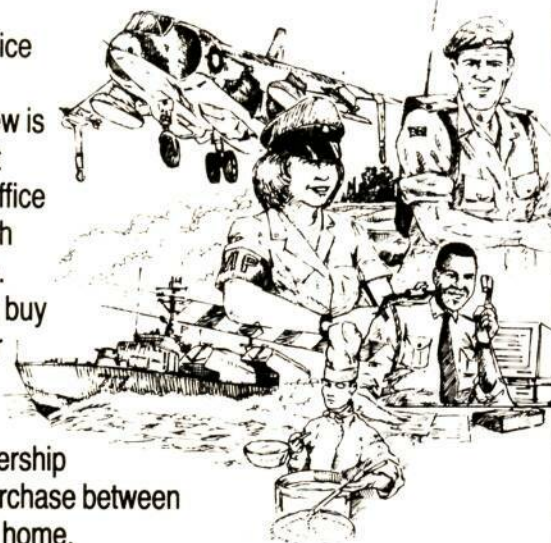


Moat Housing Society
☎ 0732 457616

North of England



North British Housing Association
☎ 0772 824441



North-south divide bridged at Cochrane



A BUMPER cheque for £500 was accepted by the captain of HMS Cochrane, Capt. Chris York, on behalf of the Children in Need appeal from gate staff and local fund-raisers from Rosyth and Portsmouth.

Strategically-placed buckets at the gates of HMS Cochrane, HMS Cochrane (Caledonia) and Maritime Headquarters Pitreavie enabled the gate staff to collect

£500 for the appeal.

The car and van rental firm Kenning loaned the Rosyth team a car for their sponsored drive to HMS Nelson where the cheque was presented to the Commodore of HMS Nelson, Cdre. Roger Lowndes while at the same time gate staff from Nelson drove to Rosyth where they presented Capt. York with their £500 cheque.



FOSF ARE IN THE FRAME

SNAP happy are LA(Phot) Flo Foord, LWREN(Phot) Louise O'Hara, LS(Phot) Gary Davies and WRENWTR Joanne Armitage who raised £311 for Children in Need. The team of photographers from FOSF toured Portsmouth dockyard offering personnel the chance to have their photo taken with the appeal's mascot, Pudsey Bear. Picture: LA(Phot) Dave Coombs

Children in Need

Gunnies pool their monies at Daedalus



SWIMMERS from the Fleet Air Arm Gun Crew and personnel from HMS Daedalus completed a 24-hour swimathon in aid of the BBC Appeal.

With three team members in the water at all times they covered an overall total of 115.25 miles and support and donations which came from both Service and civilian personnel helped

raise £1,783.

Pictured in the pool during the swimathon are, from left, Simon McAllister, Tom King, John Arscott, Paddy Moreland, George Lilley, Dave Burrows, Scouse Griffiths,

Keith Laycock, Mac McShane, Harry Harwood, Jan Cupper, Steve Adam and Maz Marriott.

A further £296 was raised by a raffle held by the telephone exchange on the establishment.

Collingwood cleans up at the car wash

FUND-RAISING for Children in Need at HMS Collingwood began several weeks before the event with a weekly car-washing and shoe-shining service. A Tramps ball and disco, sponsored bungee jump, 24-hour darts marathon and grand raffle were among other events organised in aid of the appeal.

Their hard work culminated with a two-day swimathon and at the end of a busy time, with a silly rig and illegal parking day, over £3,800 was raised.

Three ratings from HMS Mercury took the plunge and raised £400 for the appeal. They each completed a 150ft bungee jump

in fancy dress at Thornham Marina, Emsworth.

The Submarine Amateur Radio Club, based at HMS Dolphin, raised £250 during a sponsored station GBONC, while over £1,595 was raised at HMS Sultan.

MOD Police rode a nine-seater bike around Gosport

collecting £185 along the way. HMS Osprey Senior Rates organised a charity horse-racing evening which brought the establishment's total to over £5,000 and members of the ships' companies of HM ships Invincible, Newcastle and Boxer ran the Rock Race in Gibraltar raising £500.

Pudsey's roaring success

THE Royal Navy Motorcycle Club carried out its now annual tour of establishments in the UK in aid of the television appeal and raised £6,500 en route.

Lieut. Sean Winkle, club patron Capt. Richard Irwin (now promoted to Rear-Admiral... nothing to do with the success of the tour!) and CPO Pete Cushing presented the bumper cheque to TV presenter Sally Taylor (pictured right) at HMS Victory.

With a leather-clad Pudsey bear securely attached to the pillion of one of the Kawasaki GTR 1000s, provided by Sport for Television, the riders set off on their marathon tour from HMS Sultan and went on to visit 18 establishments, shaking their tins along the way.

As the tour reached Scotland the bikes were handed over to the regional branches in Faslane and Ro-



syth and, similarly, once in Cornwall, the Culdrose branch took over.

One of the highlights of the tour was a sprint down

the runway at HMS Daedalus with Sally Taylor riding pillion. She so enjoyed the ride that this year she plans to accompany the bikers a bit

further on their tour!

Anyone wishing to join the RNMCC should contact CP Mark Stidever, MES, HMS Daedalus.

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Novel approach in Gib

SAILORS' wives spend much of their time writing to their husbands while they are serving at sea but Rachel Robinson, the wife of a submariner based in Gibraltar, has taken her letter-writing a stage further.

Rachel, who is married to AB Mike Robinson, is currently working on her second book, a 150-page romantic novel, and has had her first short story serialised in the Gibraltar Chronicle.

The Chronicle gave Rachel her big chance after managing editor Francis Cantos caught sight of

her story "Secrets of a Servant" which was serialised at Christmas.

"English was always my best subject," said Rachel. "Whenever I was asked for 100 words I always gave 1,000 — I just can't stop writing!"

Recently posted to Gibraltar, AB Robinson works with the Gibraltar Squadron and is enjoying two years of being home most nights.

"It's great to have Mike around," added Rachel. "He encourages me and reads everything I write — just like my letters."

NAVAL HOUSES GO UP FOR SALE

FORMER naval married quarters are listed in one of the latest bulletins of surplus properties being offered to Service personnel under the discounted purchase scheme.

These include 16 two-bedroomed terraced and end-terrace houses at Rowner, Gosport; 36 three-bedroomed, end-terrace or semi-detached houses at Rowner, Gosport;

five four-bedroomed semi-detached houses at Rowner, Gosport; 15 three-bedroomed semi-detached houses at St Budeaux, Plymouth; two two-bedroomed mid-terrace houses at Port-

land, Dorset.

Full details are included in Bulletin 129 issued by the Joint Services Married Quarters Sales Office.

Applications for these properties close on February 22.



A few of their favourite Finns!



DRESSED in the correct rig of the day — including Fag the dog, stretched out on the rug — are the Finns from New Romney, in Kent, who are maintaining a strong naval tradition first started by Dad way back in 1956.

Timothy Finn joined HMS St Vincent as a Boy Seaman and went on to serve in the Fleet Air Arm, eventually leaving the Service 12 years later.

Following first in father's footsteps was daughter Emma, now a writer in the Wrens serving on the Captain's Staff in HMS Warrior, Northwood. Later this year she hopes to sit the Admiralty Interview Board.

Sub-Lieut. Ivan Finn entered BRNC Dartmouth where he won a university cadetship and is now at Bristol University reading aero-nautical engineering and last, but not least, are Stuart (14) and Tristan (12), who both attend the naval boarding establishment, the Royal Hospital School, Holbrook.

As the "Finn Flotilla" looks set to sail the seven seas for many a year to come proud parents Timothy and Sheila are now beginning to wonder whether their brood have salt water coursing through their veins!



Family Life



Shop around for finance schemes

TAKE care — it's your cash they're after! Not that there aren't good financial schemes and investments around. But the word to Service personnel and their families is to take good advice — and remember that responsibility for joining a scheme or becoming involved in an investment finally rests with the individual.

Some recent general guidance on the subject from MOD Navy said: "The current financial climate that affects both the public and private sectors is giving rise to increased interest in all three Services from finance houses and independent advisers — especially with the large amounts involved in redundancy payments and terminal benefits."

On Service personnel's position concerning any approach or offer, it is pointed out, "The Navy neither sponsors nor endorses any commercial organisation, but does on occasion make available details of schemes that have been introduced in conjunction with

MOD to meet the special needs of the Service person — for example Pax Plus, Forces Safeguard and the Home and Dry Scheme. None of these is underwritten by the MOD."

If a commercial offer appears to be of potential value to Service personnel, it may be published in the Forces Discount brochure (which contains an appropriate warning).

Service personnel are counselled to take independent fi-

nancial advice before making any financial commitment. It is pointed out that the White Ensign Association was formed to provide unbiased advice at no cost to all in naval service.

"For the independent financial adviser, membership of the Armed Forces Investment and Insurance Brokers' Committee, while not a prerequisite, is a fair indicator of the visibility of the firm and that they have some experience of dealing

with Service personnel."

An updated list of members was distributed to commands last year.

It is made clear that the message offering general guidance is not intended to override a commanding officer's option of allowing companies or individuals of his own choice access to his ship or establishment. "But it is meant to advise caution and to be a reminder of the hazards of taking financial advice from dubious sources."

There is a further reminder that MOD does not accept liability concerning financial advice implied or given.

Present fit for a Prince



DURING Navy Days at HMS Tamar, the last to be held there before the Navy moves to Stonecutters Island, Megan Hall, daughter of recreation manager WO Nobby Hall, presented a silver paperweight made by shipwrights in Tamar to the Prince of Wales.

The Prince, who opened the event, went on to visit a number of stalls and chatted to Service families on the Bull's Nose.



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BREWSTER BEAR			
CHUBBY BEAR			

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Help in finding a home

NATIONWIDE Building society and North British Housing Association have combined to provide a new housing service for members of the Armed Forces.

The Homefinder Service is an independently run housing advice unit providing a range of options to suit those who are still serving and those who have left, or are about to leave.

Homefinder will be managed by North Housing Association and run from Nationwide's administrative centre at Northampton. For more information contact Homefinder on 0604 793766.

Information will also be available from the Joint Services Housing Advice Office at HQ UKLF and from MOD's resettlement or housing officers.

Better value at the club

THE CHINA Fleet Country Club has made substantial reductions in the membership fee for the "ex"-beneficiaries — former RN, RM, WRNS and QARNNS SD officers, non-commissioned officers and ratings.

From January 1 this year the annual fee for Associate membership (seven days a week), including spouse and children under 18, is now £84 (previously £175). Meanwhile, Weekday membership, entitling use of the sports and leisure facilities during weekdays, becomes £60 (previously £85).

For "ex"-beneficiaries who live outside the 50-mile radius of the club, the Temporary Associate membership remains unchanged.

With popularity of the club rising, ex-servicemen from many areas of the UK are now using the club for short breaks.

For further information, write to: China Fleet Country Club, Saltash, Cornwall, PL12 6LJ, or telephone 0752-848668.

Management

New general manager of the club is Mr. Dave O'Sullivan, who was resident golf manager of the club until last November, when he became acting general manager.

Mr. O'Sullivan served 22 years in the Royal Navy Medical Branch, concluding his career as operating theatre manager at the RN Hospital Plymouth.

He was captain of RN Plymouth Command golf and is a member of the Cornwall County Golf Union Executive Committee.

Submarine radio club

THE SUBMARINE Amateur Radio Club, situated at HMS Dolphin and open to any serving or ex-naval personnel, is equipped with HF and VHF stations, test gear, work benches and radio components and a library of useful books.

Anyone interested in radio, whether as professionals or amateurs is invited to apply for membership to Robert Hinton, 40 Glen Road, Salisbury Green, SO3 7FF.

City & Guilds recognition for Manadon

THE ROYAL Naval Engineering College, Manadon, has signed a partnership agreement with the City and Guilds to become a delegated centre for the awards of Graduateship and Membership, and now intends to build on this relationship to offer all students the full range of City and Guilds Senior Awards and possibly to extend them to other members of the Royal Navy as well.

John Barnes, Director General, City and Guilds, welcomed the agreement, stating — "City and Guilds provides qualifications for military personnel at all levels. We are particularly delighted that the new structure of Senior Awards has given us an opportunity to work more closely with the Royal Naval Engineering College, Manadon. Their high standard of skills and training are well-known, and the Institute is proud to give them public recognition through these awards."

At the signing ceremony, Capt. Douglas Littlejohns, Captain of the College, said — "We are proud that in the future we will be able to make recommendations for the awards ourselves which will encourage the Navy to broaden their application. In particular, this may provide an opportunity to give recognition for work-based learning carried out in the Fleet and so give a worthwhile qualification to many officers of the non-technical specialisations. It is clear recognition of the wide transferability of the diverse management skills of officers in the Royal Navy."

75 years of memories

TO commemorate the 75th anniversary of Armistice Day 1918, the Royal British Legion is arranging a service at Westminster Abbey, to be held on Thursday 11 November.

They are endeavouring to locate as many ex-service personnel as possible who served during the 1914-18 war, and also any widows who might wish to attend.

Anyone who qualifies and would like to be considered for a place at Westminster Abbey is invited to write to: the Secretary, 75th Anniversary Service, The Royal British Legion, 48 Pall Mall, London SW1Y 5JY, with as much Service detail as possible.

Tickets will be issued subject to the level of response and availability of space at Westminster Abbey.

TOP COMMUNICATORS



HMS BRINTON may be an oldie (originally built as a coastal minesweeper, launched in 1952, commissioned in 1956 and one of the oldest commissioned warships in the Royal Navy), but she proved she's still a goodie by winning the Minor War Vessels Communications Trophy — the Redifon Salver, awarded annually for communications excellence in small ships.

Visiting HMS Brinton to present the Trophy, Commodore Charles Freeman, Commodore Minor War Vessels, took the opportunity to present two Gulf medals and a Long Service and Good Conduct medal to members of the ship's company.

Photo above — Commodore Charles Freeman presents the Redifon Salver to Brinton's Commanding Officer, Lieut. Paul Thomas, with members of the ship's company.

Wartime sweethearts

OPENING appropriately just prior to Valentine's Day, the Forces Sweethearts Exhibition at the Imperial War Museum, London, covers the subject of wartime romance, from the First World War to the Gulf.

The exhibition features true life love stories — the meetings, the partings, the reunions and the heart-breaking stories of the men who didn't come home, with rings, lockets, poems and love letters on display.

Wartime weddings are covered — GI brides, telegrams, photos, wedding gowns concocted from curtains and parachute silk, and, of course, the more well-known forces' sweethearts — the pin-ups, film

stars and singers — Vera Lynn, Rita Hayworth, Marilyn Monroe.

Due to run from 12 February to 15 October, the exhibition is sponsored by Royal Mail International.

The organisers are still on the lookout for interesting exhibits, so if you have your own memories of a wartime romance, dig them out of the drawers and attic and get in touch with Chris Dowling at the Museum (tel 071-416-5310).

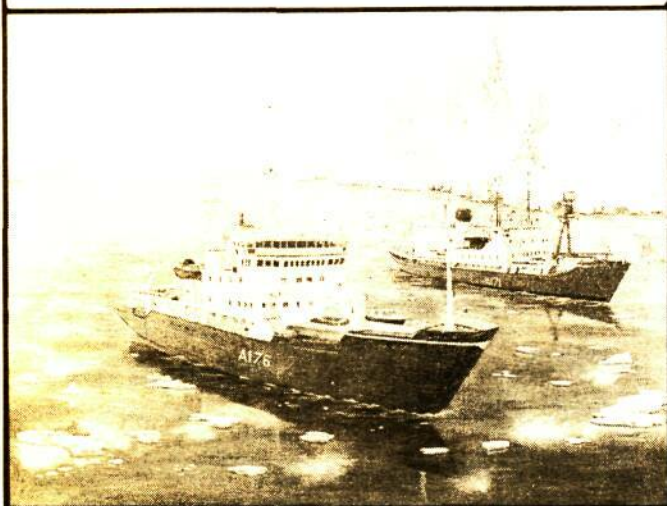
Valiant ensign

WHEN the Duke of Edinburgh, Senior Trustee of the National Maritime Museum, attended the annual trustees meeting he was presented with an ensign from HMS Valiant, the battleship in which he served during the Battle of Matapan in 1942.

The ensign, which was presented by Rev. Campbell, who also served in HMS Valiant at that time, will go on display in the museum's new Twentieth Century Seapower Gallery.

Three recent new appointments to the museum's Board of Trustees are Professor Alistair Couper, Professor of Maritime Studies at the University of Wales, Sir David Hardy, chairman of Bankers Trust Investment Management, and renowned round-the-world sailor, Robin Knox-Johnson.

Two's company on canvas



AN IMAGINATIVE oil painting has been presented to the Commanding Officer of the ice patrol ship HMS Endurance by marine artist Jean Rowland.

Her picture depicts the present Endurance (formerly HMS Polar Circle) sailing through the icy waters of Antarctica, alongside her predecessor (the old HMS Endurance, now decommissioned).

Prints of the painting are on sale, either directly from the artist (tel 0270-587122) or from the HMS Victory Museum Shop at Portsmouth, with part of the proceeds going to HMS Endurance's adopted charity.

In reality, HMS Endurance is currently alone in the Antarctic, maintaining a British Sovereign presence in the area while conducting hydrographic surveys and supporting the work of the British Antarctic Survey.

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Valve opening to SD List

NN Get Wise on DCIs NN

Sclerosis supporters

MUTUAL Support is a new Service-based charity for Servicemen, women and dependants who have, or are caring for someone who has, multiple sclerosis. The charity has contact with a chain of therapy centres throughout the UK and Eire.

Its aim is to offer advice to those newly diagnosed as having MS, so as to ease their worries and to help secure the best possible future for them, their families and the Service concerned.

Among those from whom further information can be obtained is the secretary of the organisation, LWREN S. M. M. Smith, Oceanographic Section, CINCFLEET, Northwood.

DCI(Gen) 310/92

Return to sender

ALTHOUGH the mail redirection office in HMS Centurion closed in 1988, the large volume of mail still being received there for redirection indicates that many ships and establishments are not obtaining and retaining forwarding addresses for 12 months after personnel have left.

If required by ships and establishments, a microfiche can be supplied every six weeks showing the current location of personnel.

However, Service personnel are reminded that they are responsible for informing their regular correspondents (including banks and building societies) promptly of their changes of address.

DCI(RN) 313/92

Watch my wrists . . .



'No wonder we're steering off to starboard! What's it made of — lead?'

A METAL badge has been introduced for wear on a wrist strap so that Submarine Service Coxswains can be recognised visibly in the performance of their duties.

The anodized badge consists of a coxswain's wheel, encircled by a laurel wreath, and it fits to a wrist strap in white leather. Badge and strap will be issued on promotion to CPO Coxswain(SM) and to all personnel currently serving in the rate.

Coxswains in submarines perform disciplinary and regulatory duties similar to those of Master-At-Arms in ships.

DCI(RN) 307/92

THE regulations for promotion to officer on the Special Duties List in the Marine Engineering Sub-Branch have been significantly revised to allow promotion at the CPOMEA level.

Purpose of the change is to reduce the average age of candidates on promotion; provide a faster avenue of promotion for the above-average candidate; and increase the number of opportunities for transfer from the SD List to the General List.

Detailed are the changes involved, including examination syllabus alterations.

The date of promotion from SD(E)(ME) and SD(E)(MESM) has now been aligned. All successful SD candidates to the ME Sub-Branch will be promoted in June of the year following selection.

A further announcement provides information on the qualifying professional examination, using the revised arrangements, and the selection board for 1993.

DCIs(RN) 293 and 294/92

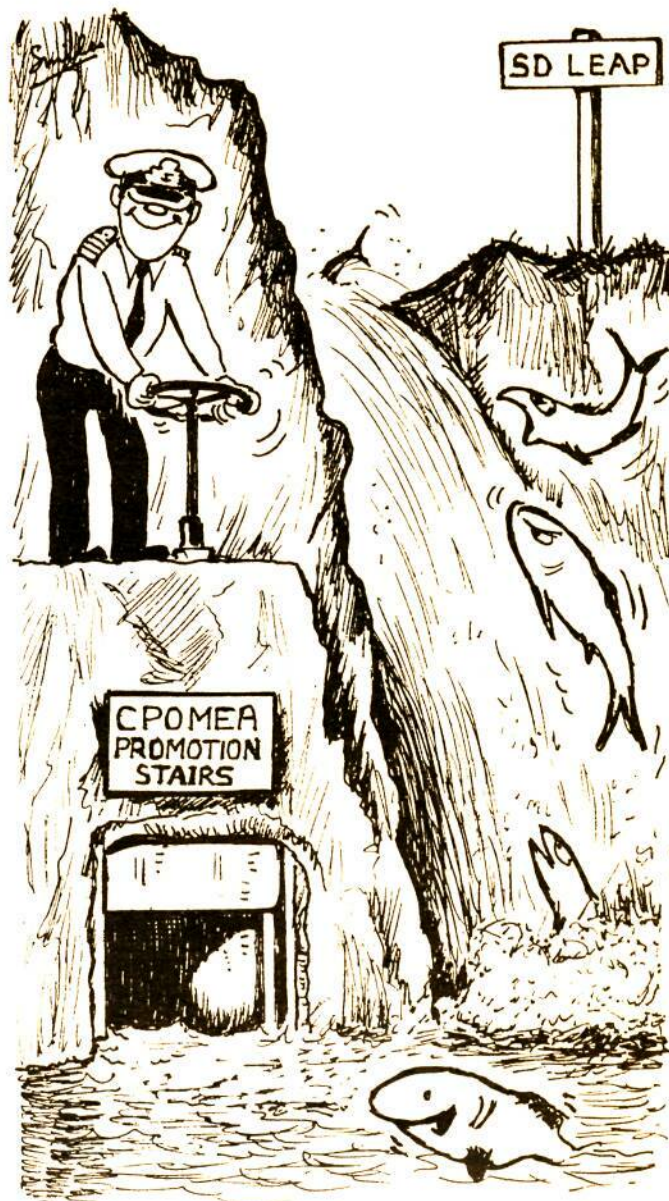
Earls Court expects

THIS year's Royal Tournament, to be held at Earls Court, London, from Tuesday, July 20 to Saturday, July 31, will have the Royal Navy as the "lead" Service and the theme will be victory at sea, including a re-enactment of the Battle of Trafalgar.

Key events involving the RN and RM will include the Field Gun Competition, Royal Marines Massed Bands, RM action display, window ladders, mast manning and hornpipe.

There is no evening performance on Sunday, July 25, and no matinee performance on Monday, July 26. Ticket information is available from the box office on 071-373-0100.

DCIs(RN) 303 and 304/92



'That's more like it!'

Mercury level drops

FOLLOWING the announcement in 1989 of the forthcoming closure of HMS Mercury, key dates are now announced for the transfer of training, run down and closure of the establishment.

At the end of March and beginning of April this year navigation training transfers to HMS Dryad; at the end of July all training ends at Mercury; and in early August communications training transfers to HMS Collingwood, with the training starting there in September.

The Captain HMS Mercury relinquishes command on August 31 and final closure takes place in December.

The SCU Leydene remains in its present location and will have two "lodger" units.

DCI(RN) 310/92

Changes in prospect

AS A result of recommendations in the PROSPECT report, the Naval Staff will by April 1 this year have been reorganised in order to reduce manpower by at least 20 per cent.

The announcement details the new structures and outlines the roles of the reorganised Naval Staff responsible to the Assistant Chief of Naval Staff.

DCI(RN) 319/92

Rosters unite

AS reported in the Navy News Drafty column in January, advancement rosters for RN and WRNS ratings on sea service are to be integrated from August 31.

The announcement detailing the arrangements explains how from that date three rosters will be reduced to two: A sea advancement roster which will cover all men and women who serve at sea on common employment; and a shore advancement roster which will cover the non-sea volunteer and all current WRNS

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

branches that have no complemented billets at sea.

Arrangements for Medical Branch ratings will be published separately.

The announcement includes a final call for WRNS volunteers for sea service. Although acceptance of further volunteers for sea service depends on the requirement, from the date the rosters are integrated the route for volunteering for sea service for those WRNS ratings who joined before September 1, 1990 will be closed.

More WRNS and leading ratings serving at sea would produce a more balanced management structure as well as widen their opportunities for promotion and 2OE selection. Those who are non-sea volunteers in branches with complemented billets at sea are especially encouraged to talk to their seagoing peers and to reconsider.

A declaration to volunteer, once made and accepted, is binding and cannot be revoked. Applications must be forwarded by June 30.

DCI(RN) 305/92

No to chain reaction

IT is for individuals to decide whether they wish to become involved in chain letters — but the advice to Service personnel and civilian staff is, for security reasons, not to do so.

Attention is drawn to the need to avoid any unnecessary linkage between individuals, official appointments and/or addresses.

"Ill considered participation in such letters could increase the terrorist threat to an individual and their family," says an announcement, which also points out that no official resources, such as stationery, duplicating and communications services, should be used.

DCI(Gen) 301/92

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FIRST SUBMARINE SQUADRON OFFICER'S COCKTAIL PARTY

A Cocktail Party, to mark the departure of the First Submarine Squadron from Gosport, will be held in HMS DOLPHIN, Friday, June 11, 1993, 1800 to 2000

All Officers who have served in the First Submarine Squadron, and their Ladies, are very welcome to attend

The cost is £20.00 per person — rig is Mess Undress (serving) and Black Tie/Dark Lounge Suit (non serving)

Those interested in attending send SAE for proforma to:

**Squadron Warfare Officer
Fort Blockhouse, HMS Dolphin, Gosport,
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Applications close May 21, 1993. Further information — phone PNB x41751 (MOD) or (BT) (0705) 522332

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AMAZON IN THE FALKLANDS PARADE

HMS Amazon's Colour Guard is inspected by the Governor of the Falklands, David Tatham, during the 78th anniversary celebration of the Battle of the Falkland Islands.

The Type 21 frigate is due to be relieved as Falklands Guard Ship this month by HMS Avenger. She spent Christmas in South Georgia, resupplying the British Antarctic Survey and the troops stationed in the area, and is returning home via Brazil and the West Indies.

She is expected back in Devonport on April 8 at the end of her seven-month deployment.

Crimewatch RN

AMONGST a large amount of stolen property recovered by the Metropolitan Police there is a naval item which, it is hoped, could be identified by one of our readers.

It is a silver napkin ring, with the initials M.S.C. on the side, followed by the names of 18 naval bases, including HMS Torch, Eaglet, Fortitude, President Lucifer, Quebec, Louisburg, Roseneath, Cochrane, Spartiate, Eaglet, Pembroke, Drake and Victory.

Knowledge of this item could be the key to restoring the other recovered property, which includes TVs, hi-fi equipment, paintings and antiques, and the police are keen to hear from anyone with information. Contact at the "Met" is PC Tony Brooke (tel 081-697-9359 or 9201).

Ships on stamps

A SET of postage stamps, to be issued by the Pitcairn Islands in March, will depict Royal Navy ships that have visited the islands, the ships featured being the aircraft-carrier HMS Warrior, the frigates HMS Jaguar and Chichester and the submarine HMS Andrew.

Members of the ship's company of HMS Opossum, which called at Pitcairn during her round-the-world deployment in 1990 will be disappointed to learn that their submarine is not one of those chosen for the set.

Guidebook is a winner

THE GUIDEBOOK for the Portsmouth Historic Dockyard — home of HMS Victory, the Mary Rose and HMS Warrior 1860 — has won a commendation in the Society for the Interpretation of Britain's Heritage awards competition for 1992.

The lavishly illustrated 32-page book, which sets in context the historic ships on display and explains why the historic buildings are there and what they are used for, has sold almost 30,000 copies in the six months since published.

Executive stretch

MEMBERS of the RN Reserves from HMS Wildfire, Chatham, helped give 79 "young(ish) executives" from civilian companies throughout Kent, Sussex and Surrey, a taste of adventure when they staffed Exercise Executive Stretch, organised by the Territorial Army.

The exercise is an initiative and leadership test, with the naval input requiring the candidates to erect a bo'sun's chair and get the team and a simulated casualty across a stretch of water.

In charge was Sub Lieut. Suzanne Hall, whose normal RNR duties are involved with control of shipping, while in ci-

vilian life she is a lecturer in business management at an agricultural college. Assisting her were three ratings from HMS Wildfire and three marines from RMR Chatham.

"It was very useful for us as a training exercise, but of course the main beneficiaries were the executives, who learned a lot about themselves!" she said.



Photo, above — Sub-Lieut. Suzanne Hall briefs the executives before they immerse themselves in their allotted tasks.



Somalia scene

CHAPLAIN of HMS Nottingham, Fr. David Lacy, took the opportunity to watch the Somalia relief operation in action when the Type 42 destroyer visited Mombasa.

The USAF flew him to North East Kenya, into what used to be British Somalia — though for his own safety his hosts would not allow him to enter Somalia itself.

Here he visited UNICEF headquarters where 15 tons of wheat from the USA was being delivered by Hercules aircraft and transported on to villages on the border where refugees were gathered.

"I was struck by the fragility of the Somali way of life," he told Navy News. "Their nomadic existence precludes them from growing crops and they move with their animals — now all dead — from one pasture to the next."

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A matter of grave consequence . . .

WHILE examining headstones at St Gwinear Parish Church, near Leedstown, Cornwall, local plumber and ex-CPO Roger McConnell came upon a military grave.

It belonged to First World War Air Mechanic Edward Harvey of the Royal Naval Air Service, forerunner of the Fleet Air Arm. Edward had died at the age of 20 in the Royal Naval Hospital (now the offices of Cornwall Health Authority) at Truro.

Roger contacted the nearby RN air station Culdrose — constructed in 1947 — and it was

agreed that the neglected plot should be refurbished and the dignity of the Service grave restored.

Personnel from the air station's Buffer's Party, led by CPO Michael Ginnelly, carried out the work in their own time, restoring the plot in such a way as to keep it ship-shape for the next 75 years.

All involved thank Frederick Wearne and Sons and Haulwaste for generously supplying materials for the project free of charge.

Pictured (left) beside the restored grave are CPO Ginnelly, civilian employee Mr Keith Keverne and LA Rod Williams.

CHURCH PRIZE

MEDICAL students Kate Robertshaw and Veena Reddy of Leeds University Medical School share this year's Chris Church Anaesthetic Student Prize for their top exam results.

Dr Church, who died at the age of 45, was a popular consultant anaesthetist, actively involved in the training of students. The memorial fund, through which the prize is awarded, received contributions from former colleagues in the National Health Service, the Society of Naval Anaesthetists, of which Dr Church was a member, and from the Medical Insurance Agency.

Good Fellows

AMONG the new Fellows of the Institute of Marine Engineers are Capt. Richard Paige and Capt John Westphall RNZN.

. . . and tomb it may concern

. . . Still with headstones: continuing the tradition of the Special Duties Course at Britannia Royal Naval College, 12 officer cadets took part in the recent Operation Enterprise.

Their task was to survey the graveyards at Blackawton and Stoke Flemming Churches, to identify and pinpoint the position of each grave. During a day of mixed weather the party recorded the details of 451 graves: 365 in Blackawton and 125 in Stoke Flemming.

Obviously happy in their work, the officer cadets are pictured at Stoke Flemming Church with the Rev. Ronald White (on the right).



Bright day for Met Officer

LIEUT. Jo Brigham is the first recipient of the Simon Mumford Trophy as the top student of her class completing the Meteorology and Oceanographic Course at RN air station Culdrose Met. School.

The trophy commemorates Lieut. Simon Mumford, who died of cancer last year only months after completing the Metoc course himself. Met officers throughout the Royal Navy contributed to a Memorial Fund, through which the trophy was purchased.

Previously a Fleet Analyst, Jo is now a fully trained Met officer and is serving at RN air station Portland. She was presented with her trophy by Mrs Jo Mumford.



NICKERS

MANADON engineering students Jamie Cabbage and Steve Nicholas have been praised by police for making a citizen's arrest in the early hours of the morning. The two sub-lieutenants chased and detained a man they believed was acting suspiciously.



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People in the News



Gong strong

MEDALS came by the handful for members of the Royal Naval Auxiliary Service at Rosyth. The Lord Lieutenant of Fife, the Earl of Elgin, went along to the RNXS Training Centre in Rosyth Naval Base to present the Long Service Medals.

Pictured are the recipients, with the Earl of Elgin (centre) and Auxiliary Lieut.-Cdr. Jim Smith, officer in charge of the RNXS in Central Scotland (standing far right).

Wearing their new medals are (l-r) Mr P. Findlay, now retired from the RNXS, Aux. Officer Mike Thomson, Chief Naval Aux. June Mitchell, Chief Naval Aux. Helene Hamilton and Aux. Officer Alex McLaren.

Cooke excels at top level

LWREN Helen Cooke from HMS Dryad has been presented with her Gold Duke of Edinburgh's Award by Capt. Angus Sandford, Director of Naval Physical Training and Sport, whose department is the Award Operating Authority for the Royal Navy and Royal Marines.



Helen gained the highest levels for the award in expedition, physical recreation, skills, service and also her residential project. She will receive her award certificate, signed by Prince Philip, at an award ceremony later in the year.

In the picture

LIEUT. Elizabeth Hayle has received the Medmenham Trophy at the Joint School of Photographic Interpretation at RAF Wyton, Huntingdon. The trophy is awarded annually to the best Photographic Interpreter student. Liz is now serving at the Joint Air Reconnaissance and Intelligence Centre, RAF Brampton.



Sister act

SUB-Lieut. Julie O'Connor, who joined the WRNS in 1984, was followed into the Service two years later by younger sister Sharon.

Early in 1990 Julie won her commission; now Sharon has followed in her footsteps again, having just completed her officer training. Sub-Lieut. O'Connor is currently serving as the New Entry Officer at HMS Raleigh, while Mid. O'Connor has headed north to RAF Shawbury to complete her training in air traffic control.



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NEWSVIEW

Building for the future

A TIME when much manpower and hardware associated with the Services is under the spotlight might seem incongruous to express dogmatic views on architecture in a MOD establishment. Yet at any time and place new buildings seldom fail to provoke strong opinions, not least from disagreeing "experts."

Over recent years the range of post-war building styles has produced bitter criticism in many quarters — particularly for the monolithic blocks of offices and flats which have often failed to stand the test of time both in appearance and building standards. Television pictures of unloved skyscrapers biting the dust at the instigation of explosives are vivid in many people's mind.

At the same time new styles evolve and currently it is sometimes difficult, externally at least, to differentiate between such buildings as supermarkets, tarted-up railway stations or even churches.

Meanwhile, as the Services and their support reorganise, and departments and sections merge and move, there appears in this edition a letter from a "student of the history of architecture" who makes some pretty harsh comments on the headquarters building now being erected in Portsmouth naval base for the new Second Sea Lord/CINCPACVHOME organisation.

Harmonising

On whether the points he makes — and which are based on an artist's impression — are valid, we will not deign to comment. But obviously the intention is to harmonise with the many historic surroundings of the base, although no-one would claim that everything there is an architectural gem.

But for many their priority will be more in the realm of space, facilities, accommodation, and general suitability to allow an efficient job to be carried out in a suitable working building.

However, within such constraints as cash, who can object to having a handsome building? To the uninitiated the impression of the building, compared to some of the edifices in which Service and civilian personnel spend their working lives, augurs well. Even if it is true that, as our correspondent claims, the system of "columns and pediments breaks the most elementary rules of classical design", how, as some seafarers might say, does that affect the price of fish?

And if that is a sentiment more philistine than philosophical, what matters when it represents a plus in a defence scene which inevitably today sees losses rather than gains.

CHANGE OF COURSE FOR TIFFIES AND STOKERS

New-look training gets the go-ahead

THE Director General Naval Manning and Training has now approved all changes proposed by the Marine Engineering Branch Development Team following their major review of ME Artificer and Mechanic training and employment, reported in last August's Navy News and completed in September.

These changes aim to provide a better match of training to employment and allow the training, ability and potential of both Artificer and Mechanic to be more fully utilised.

For the Artificer, this will mean placing greater emphasis on diagnostic skills and administrative/managerial abilities; for the Mechanic, there will be increased maintenance and craft employment in areas previously undertaken by Artificers.

These changes will apply to personnel joining the Navy in the future, and to those already serving.

Changes

Major changes to Artificer training and employment will include:

- After one term at HMS Sultan, MEA Apprentices will spend three terms at sea. Some will be employed in Mechanic complement billets.
- After sea training, MEA Apprentices will return to HMS Sultan, where they will join up with the MEA Candidates. Thereafter, training for Apprentice and

date will be common.

- All General Service Artificers will receive common mechanical and electrical training. Submarine Service Artificers will continue to specialise in either the mechanical or electrical aspects of submarine maintenance.
- The Mechanic will fill most specialist craft billets. Artificers will receive sufficient craft training to enable them to manage skilled craftsmen, but will not develop the same skill of hand.
- A new CPOMEA Career Course will provide CPOMEAs with the managerial and administrative skills required in their first sea draft as a Head of Section in a ship or submarine.
- Before their second sea draft, all CPOMEAs will undertake a systems-based technical Adqual. These Adquals will build on experience gained as a junior Head of Section, and enable the more senior CPOMEA to become the

MEO's specialist adviser on the systems and equipments covered by the Adquals.

There will also be major changes to the training and employment of Mechanics.

'Ability and potential of Artificers and Mechanics to be fully utilised'

These changes will include:

- A MEM2 Career Course, which will provide the training necessary to carry out the routine watchkeeping and maintenance tasks undertaken by a first sea draft MEM.
- Before their second sea draft, all Mechanics will undertake a MEM1 Qualifying Course, providing further technical training.
- Mechanics will not specialise (M) or (L) until the LMEMQC.
- A POMEM's Qualifying Course will enhance the Mechanics' maintenance and craft capability, so that they may undertake routine work currently carried out by Artificers.
- A CMEM's Qualifying Course will provide management and administrative training and technical updating to enable the CMEM to be employed in a wider range of Head of Section billets.
- Depending on their aptitude, POMEMs and CMEMs may undertake Craft Adquals, to enable

them to fill the majority of specialist craft billets.

The course design, production of Task Books, revision of advancement regulations, amendment of BRs and planning of the new courses is being carried out by the Marine Engineering Branch Development Team, who will continue to be based at HMS Sultan.

Timing of the new courses has yet to be finalised, but it is intended to introduce new and revised courses as they are ready, and at the earliest opportunity.

Target date for the new Artificer Qualifying Course and MEM2 Career Course is September this year.

Shortfalls

However, all Artificers and Mechanics who joined before those dates will be eligible for the new career and specialist courses.

Where necessary, they will undertake an enabling course to make good any shortfalls in their current training.

"Clearly, much work requires to be done before all the changes arising out of Marine Engineering Branch Development can be put in place and individuals can see how the changes will affect them personally," says the team.

As work progresses and more information becomes available, it will be published and widely distributed. An MEBD Bulletin has already been issued, describing the changes in broad outline. A MEBD Roadshow will visit ships and establishments, giving a presentation on the changes and providing the opportunity to ask questions.

THE ROAD TO BOSNIA



WHILE the Royal Navy task force, headed by HMS Ark Royal, arrives in the Adriatic, and the destroyer HMS York takes part in Operation Maritime Guard, enforcing UN sanctions, against the former Yugoslavia, the Navy and Royal Marines personnel already based ashore continue their tasks unabated.

Since November, when they arrived at the port of Split in RFA Argus, 845 Naval Air Squadron have been operating their four Sea King helicopters, working as part of the United Nations team, ready to support aid relief and carry out casualty evacuation.

Their initial task on arrival was to send their Mobile Air Operations Team inland to establish landing sites up country at the United Nations outstations from Split to Tuzla, their reconnaissance involving intelligence, terrain, access to sites, prevailing winds — everything connected with a safe flying operation.

That task completed, and with some previous operational restrictions now lifted, the white-painted Sea Kings have become a familiar sight over the supply routes to Bosnia Herzegovina, with daily patrols and training flights across the mountainous terrain, dropping in on UN bases

like the one at Jablica, where 20,000 refugees have taken shelter.

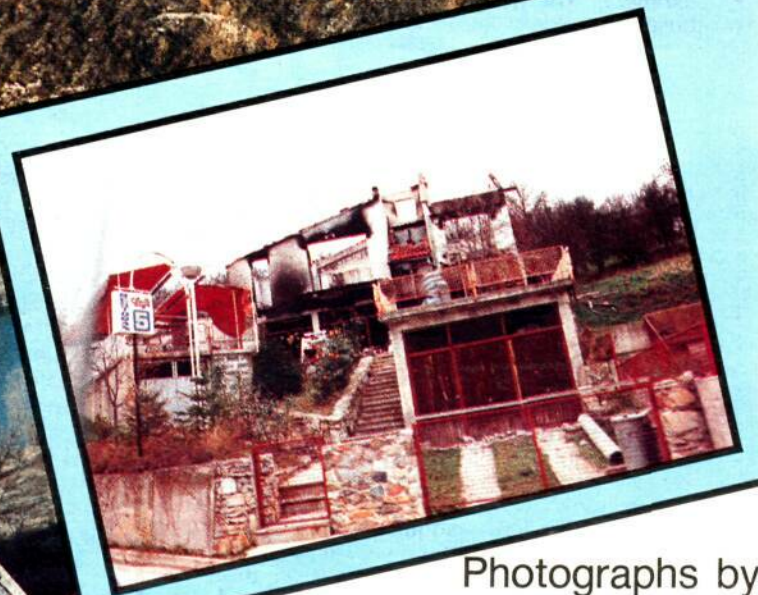
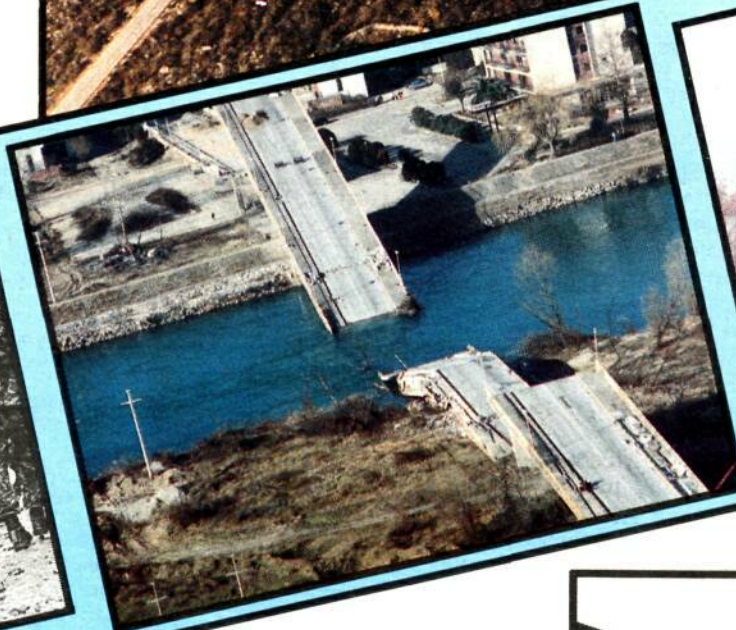
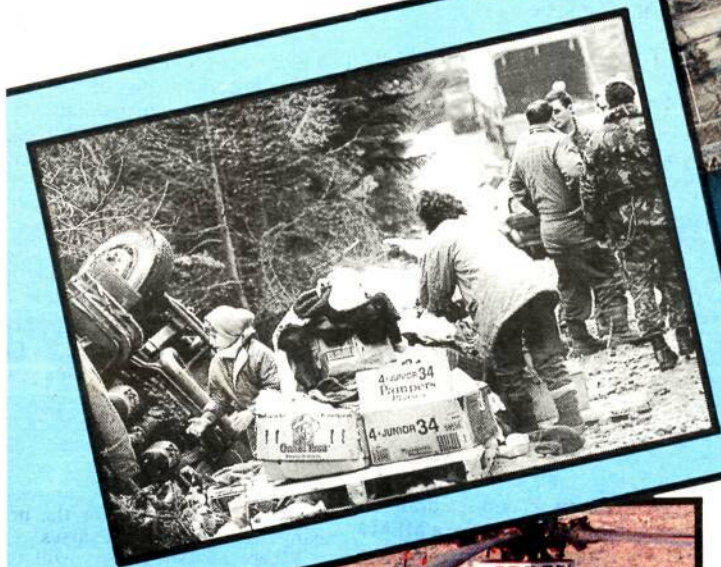
Groundcrews have been kept extremely busy back at the base at Split, with maintenance carried out around the clock to ensure instant availability should the aircraft be called upon, and intensive security patrols to ensure that they are well-protected on the ground.

More used to operating in jungles of Asia or the snows of the Arctic, 845 Naval Air Commando Squadron have once again demonstrated their adaptability, ready to carry out their United Nations support duties.

Pictures — Above — Life in a pale blue beret — the Commando Helicopter Operation Support Cell out on location, left to right, Cdr. John Rooke, Capt. Nick Costello, Army interpreter, Wg.Cdr. Dickens, RAF, and Lieut.-Cdr. Gordon Ross, 845 Sqn Ops Officer.

Right — 845 Sea King in the white livery of the UN, but sporting the RN White Ensign logo, overflies the road which is the main supply route from Split into Bosnia Herzegovina.

Meanwhile, on the ground, below — (left) No pampering for refugees, rescuing their few possessions after their vehicle overturns, (centre) bridge down on the main route, (right) the village of Prozor, on the route, showing all the evidence of "ethnic cleansing".



Photographs by
POA(Phot) Tel Harding
and LA(Phot) Kevin Preece



Left — Groundcrews are kept busy back at the base in Split, ensuring their aircraft are ready for any assignment.

Right — Out on recce with the Mobile Air Operations Team, Mne Neil McMurray in the Bosnian town of Vitez.



Blueprint for 'Project Horizon'

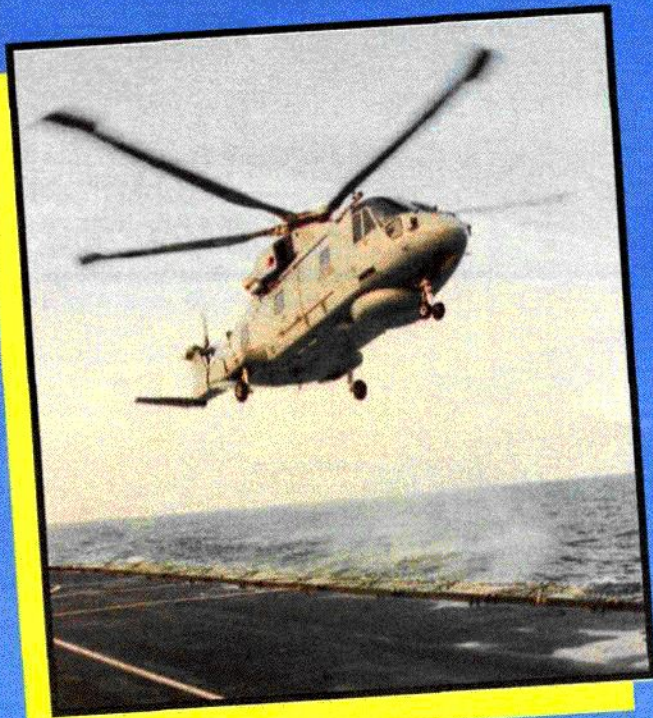
Deadline 2002 for the Common New Generation Frigate.



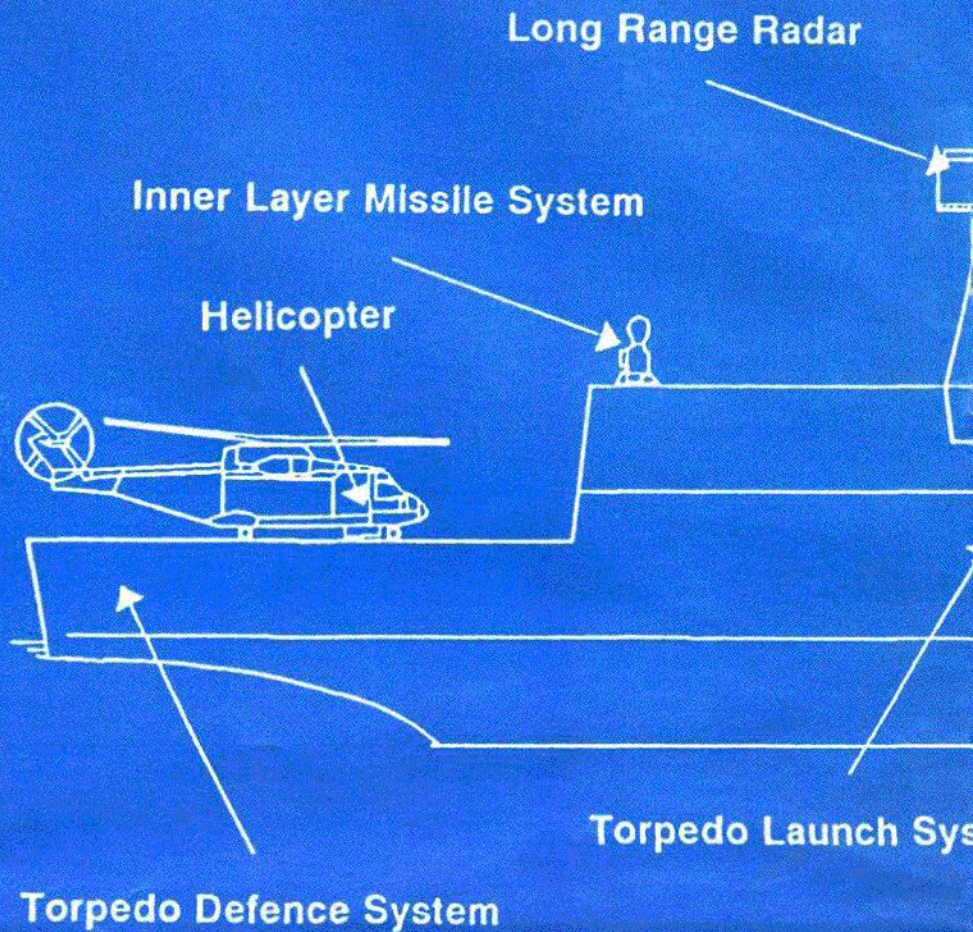
A hard act to follow . . .

OPENING new doors — First Sea Lord Admiral Sir Julian Oswald, here inspecting restoration work in HMS Victory, gives Navy News an optimistic assessment of the latest plan for a joint effort in warship design.

Nelson's flagship was the first of what would be the Royal Navy's most successful class of fighting vessel. Conceived by architect Sir Thomas Slade in the 1750s, varieties continued in build until 1825.



● One essential feature of the new frigate design will be a flight deck big enough to accommodate the Royal Navy's Merlin or the Marine Nationale's NH 90 helicopter. The Type 23 frigate HMS Iron Duke's new Merlin is shown here making the first of 57 deck landings last month, designed to test its performance in varying wind conditions.



THE NATO Frigate project NFR 90 was a classic case of too many cooks — trying to cater for the tastes of eight individual navies was a recipe for disaster.

So why are the three biggest European fleets still pursuing the goal of one warship for all?

As it turned out, the UK and France had both been thinking on the same lines anyway. The twin benefits of interoperability and reduced development costs were always going to be attractive, and in October 1990 it was decided to look at the prospects for a joint effort for the replacement for the Type 42 destroyer.

And when the two countries' Naval Operational Requirements staffs started comparing notes they found each was looking toward a new class of ship to carry a new surface-to-air missile at about the same time — around the turn of the century.

Meanwhile the projected performance and armament of the separate British and French options were so strikingly in tune that within a few months the Anglo-French Future Frigate was already looking good — on paper, at any rate.

But then it became clear that the devil lay in the detail. Would a virtually identical ship really suit both? At first sight it appeared not — until it was realised that while priorities differed somewhat, the range of tasks it was required to perform was much the same.

"This is hardly surprising for two major European powers with generally corresponding world-wide interests based on maritime trade," First Sea Lord Admiral Sir Julian Oswald told Navy News.

"Air defence does not just mean protecting aircraft carriers — it also means defending all ships, including merchantmen, that can become involved in a wide range of maritime operations.

"And we have seen in many recent crisis situations that warships have to be able to operate independently. We have now found that these three roles match the tasks of the ships in both navies. This confirms our view that blue water navies actually use their ships in much the same way — and that makes the choice of weapon systems that much easier."

In fact, after 18 months of painstaking work by the UK Defence Staff and the French Naval Staff, the only differences that now remain cover a few equipments and accommodation, where current practice is different for each.

Compromises

"This convergence of requirements on fundamental and complex issues such as the principal weapon system and the warship's performance shows just how far we have come.

"Next comes the choice of technical solutions. Work here is already well advanced and with co-operation — encouraged from the highest levels! — continuing to prevail over the whole programme we don't foresee any major problems.

"Of course, each Navy has its own technical solutions. Most are excellent, though some are less so — but the best is usually accepted, often without further debate, and in some cases one Navy's solution is seen by the other as a preferable alternative."

Actually putting the ship together may well be more difficult, for the countries involved have fundamentally different building practices. But compromises are already being worked out and co-operation still seems to offer the best chance of success — especially when it comes to financial savings.

More recently Italy, the third member of the future Anti-Air Warfare Missile System community, which was also planning to renew its Anti-Air Warfare frigate capability, confirmed that its requirements were also very similar. The Italian Navy Staff has been carrying out its own studies while following the work of the UK and French staffs closely — and now the Italian Defence Minister has formally asked to join the Anglo-French project, which is to be known as Project Horizon.

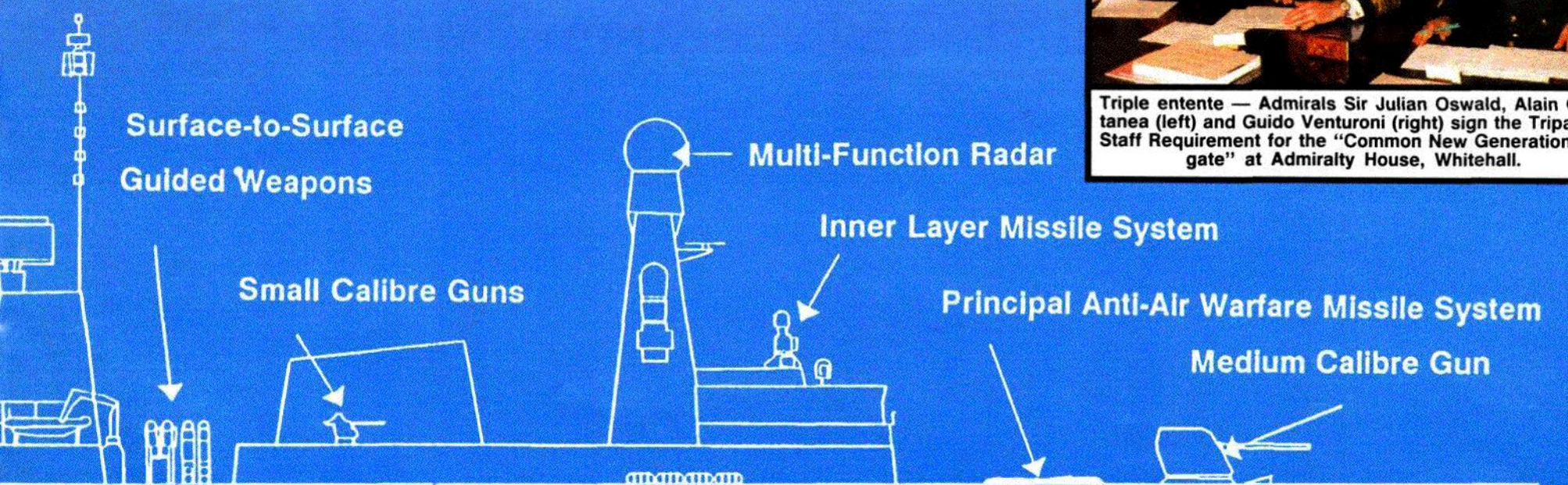
Just before Christmas the Tripartite Staff Requirement for New General Frigate — although called a destroyer.

Admiral Oswald concluded: "It must be realistic and accept 1 alone with every situation work."

"It makes sense for each nation of expertise, to look for more seek to procure warships that a tious project is an example of



ect Horizon'



● An outline of a possible Common New Generation Frigate. Design work is now underway with the French and Italian Navies.

DESIGNED to provide air defence for naval forces and merchantmen facing a wide variety of threats in the first years of the 21st century, the Common New Generation Frigate will also be armed with surface-to-surface missiles and a medium calibre gun and be able to defend itself against submarine attack.

Main armament will be an anti-missile outfit based on the ASTER missile. The principal weapons systems will be integrated by a sophisticated Combat Management System, combining a command system to manage the battle and a command support system for longer term planning of operations.

Sophisticated electronic warfare systems will act over a wide area and other equipments will include a short-range anti-missile missile and small calibre guns.

At something under 6000 tonnes and with excellent sea-keeping qualities, the frigate will do about 30 knots at full speed. It is designed to have an endurance of 45 days and a range of more than 6000 nautical miles at cruising speed.

The flight deck is big enough to operate a large helicopter such as the Royal Navy's Merlin or the Marine Nationale's NH 90.

There will be accommodation for a ship's company of around 200, although a margin of 35 extra bunks has been added to allow sea training or embarkation of extra personnel in a variety of operations.

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r what is now termed a Common
gh the RN variant is likely to be

Clearly, today's European navies
hat a national Fleet able to deal
d-wide is no longer affordable.

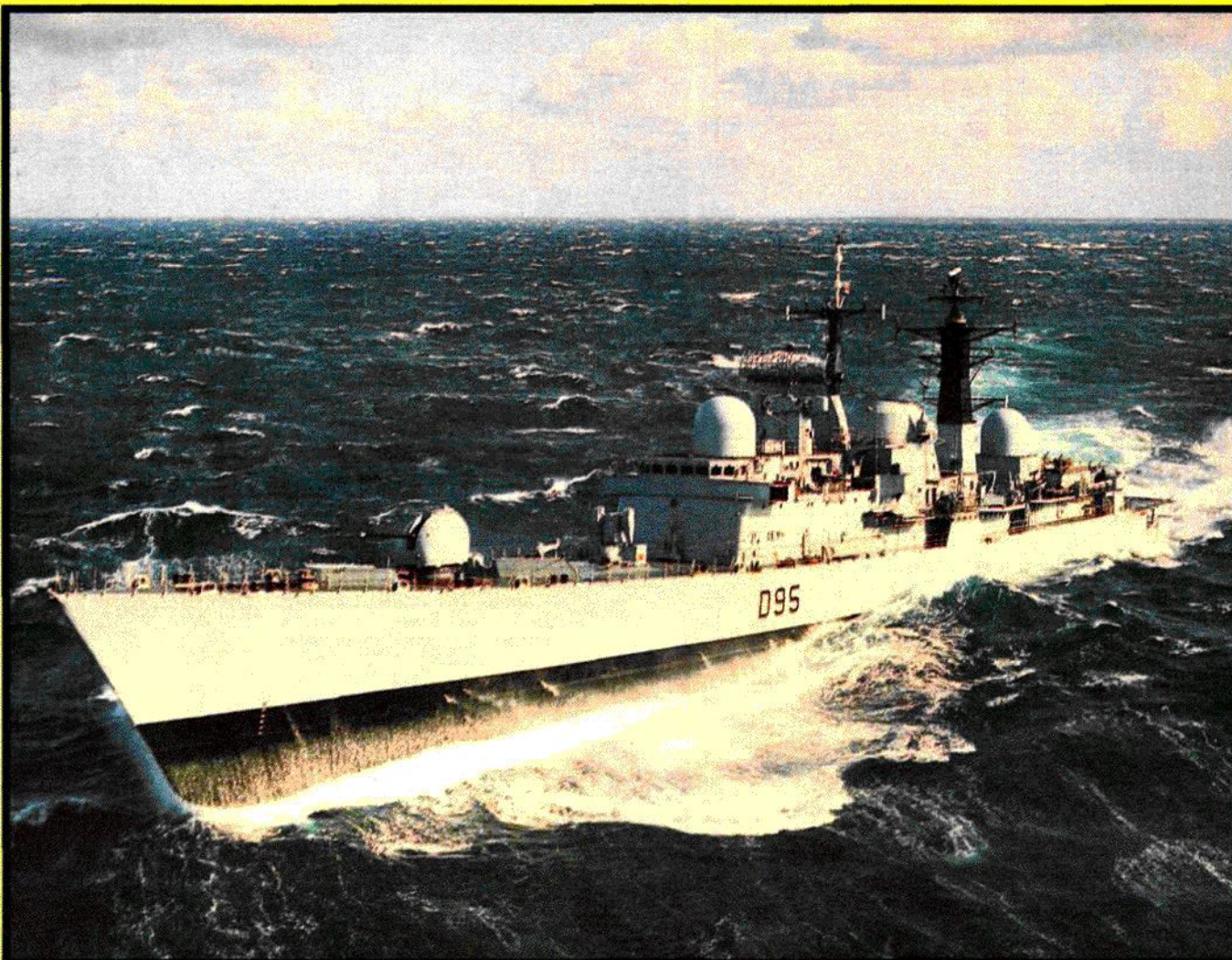
on, while preserving its own areas
ways of working together and to
re truly interoperable. This ambi-
the way forward."



Triple entente — Admirals Sir Julian Oswald, Alain Coatanea (left) and Guido Venturoni (right) sign the Tripartite Staff Requirement for the "Common New Generation Frigate" at Admiralty House, Whitehall.

Present company

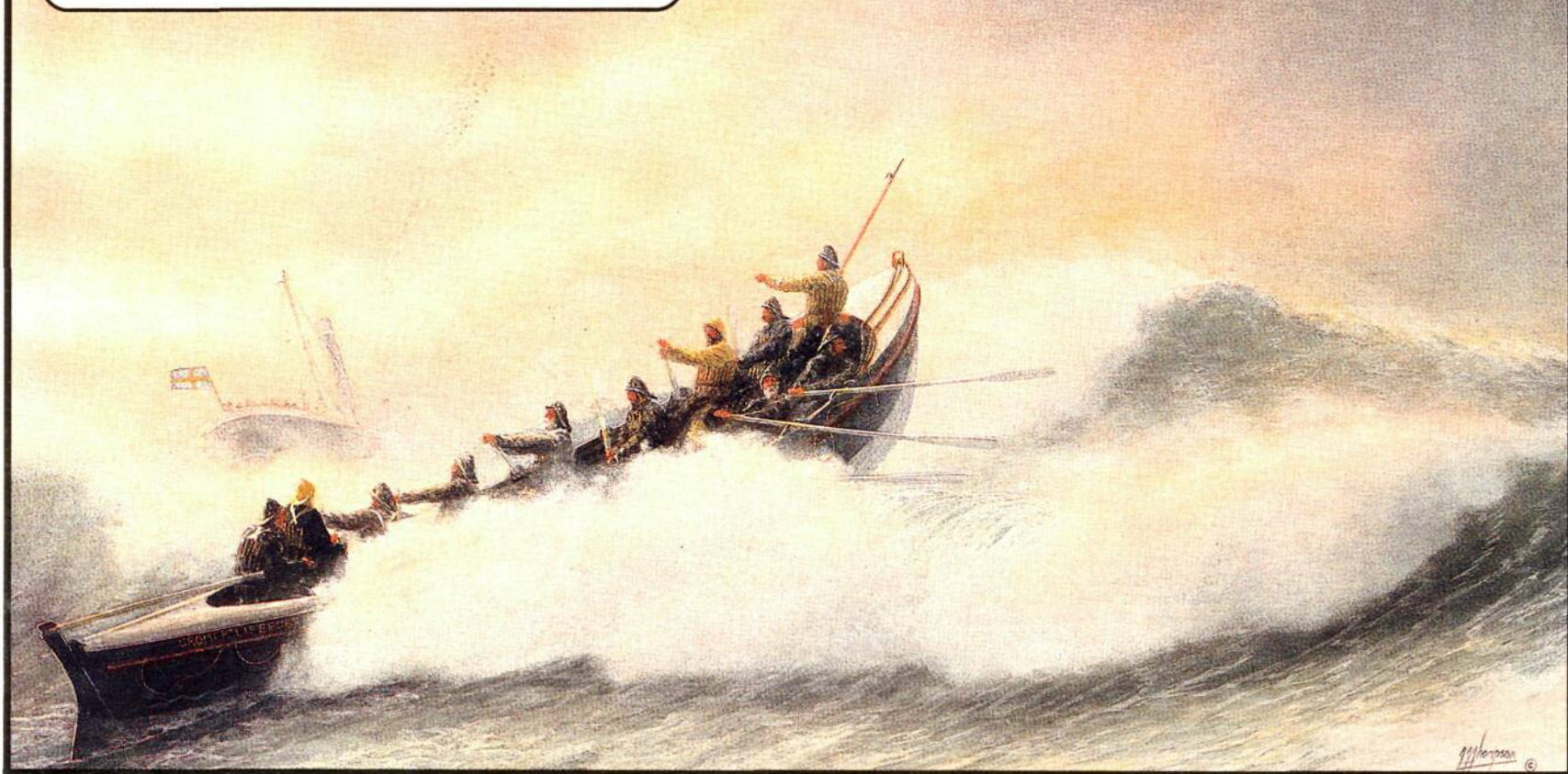
Anti-air warfare capability is currently provided by the Type 42 (Royal Navy), Cassard and Suffren (France) and Audace (Italy) Class destroyers — the latter soon to be complemented by the De la Penne Class. The "Common New Generation Frigate" is expected to come into service in 2002. Seen here are HMS Manchester (below), FS Jean Bart (left, bottom) and INS Aridito (left, top).





The rescuers

COXSWAIN Henry Blogg and his crew come to the aid of the SS Fernebo, wrecked off Cromer on 9 January, 1917. Blogg would receive the first of his three Gold Medals — the lifeboatman's VC — for this epic rescue in a Force 9 gale. From *RNLI Gold Medal Rescues* (David & Charles £40) by Edward Wake-Walker, illustrated with superb paintings by Tim Thompson. Half of all royalties go to the RNLI.



Exploring closer ties with Europe

WITH multi-national forces coming to be seen as the answer to economy in defence, Mike Critchley suggests the formation of a permanent Anglo-French squadron.

"One can almost hear the 'mutterings' from within the RN as this is being written," he says in the foreword to his annual guide to *British Warships and Auxiliaries* (Maritime Books £6.95 inc pp) — although the First Sea Lord, Admiral Sir Julian Oswald, has himself seen the progress of the Anglo-French frigate project (now joined by Italy), as pointing the way to even closer co-operation between the two navies.

He asks whether all the governments of a multi-national force under the auspices of NATO, the Western European Union or the United Nations would approve the use of their navies in what could be seen as a solely "British problem" — in which case "the creation of an Anglo-French Standing Naval Force would provide a basis to assess just how far the theory of bilateral operations could be pursued in practice.

"If pan-European defence co-operation is to amount to more than simple rhetoric it is surely a concept worth pursuing."

— JFA

Irish adieu

"... but never goodbye", author Donal McKenna adds as a subtitle to his entertaining reminiscences *Farewell Dublin* (Pentland Press, price £7.50). He takes his reader into the confessional with him, describing how his education proceeded — first with the Holy Nuns, then the Christian Brothers, next at Ringsend Dockyard and later still in the Merchant Navy.

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JURY STILL OUT ON CRUISE BUT Smouldering Nicholson sets film alight

YOUR Honour, I object! ... Sustained! ... Overruled! ... The witness is excused! ... The jury will disregard ... Oh, you can't beat a good trial, and *A Few Good Men* offers the best one we've seen for some time.

Behind the opening credits unfolds a display of parade ground carbine-twirling; the sort of thing that's most interesting watched live, when the possibility exists that someone will crack a wrist, but which here serves to indicate the setting; the good old US Marine Corps.

One dead Marine, two others accused of his murder and Tom Cruise up for the defence: such are the bare bones of the plot. With Lieut.-Cdr. Demi Moore as his antagonistic assistant, Tom sifts the evidence and reviews the witnesses, notably Col. Jack Nicholson, i/c the base when the killing occurred, and Lieut. Kiefer Sutherland, his brutish aide.

It would be intriguing to see how a film would fare at the box office in which Cruise failed to unmask the real villains, saw his clients marched away for a 20-year spell behind bars, and had Demi Moore reject him and run off with the court stenographer. Never happen that way, of course, except in real life.

The highlight of the movie is the confrontation between Cruise and Nicholson, the latter in fine form as the martinet whose icy surface politeness conceals a volcano of aggression barely under

Screen Scene



Tom Cruise as Lieut. Daniel Kaffee USMC

control. Incidentally, anyone with ambitions as a writer might care, after seeing *A Few*

Good Men, to draw *The Caine Mutiny Court Martial* from the RNFC Video Library. Without there being any question of plagiarism, it's easy to imagine the authors of the new picture taking the *Caine* material (which existed first as a novel and a play) and using it as a starting point for a series of elegant variations and new directions.

More recent video releases include a couple of off-beat numbers featuring the gangling Tim Robbins. *The Player* is about getting away with murder. Robbins is a Hollywood producer who accidentally bumps off a contentious writer; Whoopi Goldberg is the disconcertingly humorous cop on the case.

The dialogue is of a sophistication seldom heard in these present foul-mouthed days, and technically the film is virtuoso stuff — for example, the incredible opening eight-minute travelling shot. But for all the praise lavished on the film, it's hard to see that it amounts to very much.

Bob Roberts, on the other hand, is a solid "message" piece. In this one, Robbins plays a folksy, guitar-strummer whose laid back manner masks a ruthless political ambition. The film, in the guise of a documentary, details his apparently unstoppable rise to power. It's by no means conventional entertainment, but if you're interested in a tough, cynical look at the way American politics work, this is the film for you.

— Bob Baker



Stories used to bolster sailors' resolve

EACH evening as one of HM ships neared the Falklands in 1982 her captain took to reading extracts of *The Royal Navy Day by Day* to his ship's company, reminding them of famous events long past while suggesting that they too were now about to add to the calendar of a proud tradition.

Hearing of this, Capt. Tony Sainsbury determined to bring the book up to date and further embellish its rich fund of anecdote. With the second edition, published by Ian Allan in association with the National Maritime Museum at £29.95, he has added 800 more entries to the original 4,500, enhanced the bibliography, simplified the indices and corrected some of the errors that were inevitable in a work of this scope and complexity.

The original version by Bushey Shrubbs grew out of the displeasure of a Commander-in-Chief at the withdrawal of the old Admiralty desk diary nearly 20 years ago: he was wont to lament to his staff when he found it hard to find a pertinent reference to a day about which he had to speak.

Headquarters

I have since often seen it laid open at the relevant date in the ante rooms of headquarters ashore or on the bridge of a ship at sea, ready to catch the eye of anyone with a moment to spare for reflection on doughty deeds — or the no less interesting minutiae of a his-

tory that, as Sainsbury reminds us, is "not all battleships and bloodshed".

It had come just too early to record the stories of the Falklands — but that only underlines the fact that the Royal Navy's is still very much living history. The second edition of this book is not likely to be the last — another will be due in ten years from now if the past decade is anything to go by.

Looking at the additions to this month alone we find the anniversaries of 846 Naval Air Squadron operations off Beirut from RFA Reliant; the deaths of Lord Fraser of North Cape and Lord Fieldhouse of Gosport; the paying off of the old HMS Ark Royal; the abolition of the rum issue in the RNZN; and entries covering significant events in the Gulf War.

The advent of Wrens at sea is also marked with a picture of the Princess Royal — whose own calendar, as Navy News bears witness, is packed with engagements in her capacity as Chief Commandant WRNS — meeting Wrens on board the new Ark Royal last year.

My own favourite entry for February, however, remains the story of Captain — later Ad-

miral — Sir Arthur Wilson's participation in the Battle of El Teb in 1884. While commanding HMS Hecla during the Sudanese War he attended purely as a spectator — but when the square broke he sprang into the gap and "beat off the Dervishes single-handed and, when his sword broke, fought on using his bare fists although he had been wounded in the head.

Victoria Cross

"His action saved the day and he was recommended for the Victoria Cross though he remained unmoved by what he had done. Returning to his ship he wrote home: 'I have just returned from a very pretty little fight... A typical entry in his diary reads 'Docked ship. Awarded VC'. He went on to become a successful and much admired Admiral who, by rigorous training and realistic battle practice, did more than any other sea-going officer to prepare the Navy for war before 1914. During the First World War he was recalled from retirement to be First Sea Lord."

That's the stuff to inspire the troops.

— JFA



Above: Bare fist VC — Admiral Sir Arthur Wilson, whose bruising of the Dervishes at the Battle of El Teb is commemorated on February 29. From the new edition of *The Royal Navy Day by Day*.

NOSTALGIC RETURN TO THE HAMBLE

LEARNING to like beer and acquiring a taste for baked beans and brown sugar are among Wren Patricia Mountbatten's memories of the Combined Operations Base at Warsash — plus having to work extra hard for the visit of the Chief "when he was only my father".

Countess Mountbatten provides a foreword for *HMS Tormentor 1940-1946*, a collection of reminiscences edited by Kenneth Scott and available from him at Garden Cottage, Inshes, By Inverness, Scotland at £15.

Now home to a seething mass of yachts of all sizes, the scene on the Hamble is quite different today — though the Rising Sun pub is still the focal point of Shore Road.

The assortment of hastily commandeered motor launches that assembled there in 1940 would be the nucleus of what was for long the Navy's only means of offence against occupied Europe — and they are all listed here with a host of anecdotes from the men and women who manned them. A feast of nostalgia for those whose motto was "United We Conquer".

— JFA

SEA-CHANGE IN WARSHIP DESIGN

LIKE the rest of the History of the Ship series, *Steam, Steel and Shellfire — The Warship 1840-1905* (Conway Maritime £28) is too short on colour and anecdote to appeal to any but the serious student of naval construction.

BG

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It is exceptionally well illustrated, even so — which is a great bonus for any study of this strangely neglected and much misunderstood period of transition, which not surprisingly produced many curiosities.

After 300 years of dependence upon the broadside-armed sailing man-of-war, the world's battlefleets were to change out of all recognition in the span of a single lifetime. Sail was replaced by steam, wooden hull construction with iron and then steel, and the shell-firing gun encouraged the adoption of armour plate.

Pre-eminence

As the pace of technology accelerated, new underwater weapons evolved to threaten the traditional pre-eminence of the surface warship.

What this volume reveals is that many navies were not so slow to respond to these technical changes as has been popularly supposed, giving as it does a coherent study of the interaction of the politics, technology and economics that shaped an era when the Royal Navy's supremacy at sea rested, at times too complacently, in the memory of Nelson's victories.

— JFA

How mutiny rocked first occupant of White House

THE BOUNTY and Captain Bligh are the household names in the history of mutiny, but the affair of HMS Hermione and Hugh Pigot was more far-reaching in its consequences — it may even have toppled a President of the United States.

The 32-gun frigate Hermione's unhappy experience with Capt. Pigot came to a head in the autumn of 1797 after months of brutal treatment when he grew impatient with the slowness of his topmen in gathering up canvas in the teeth of a gale off Puerto Rico.

He threatened to flog the last man down and in the scramble that followed three men missed their footing and fell to their deaths. Pigot ordered the bodies thrown overboard and flogged a dozen more men for their clumsiness.

A few hours later, just before midnight, the mutineers broke into his cabin, stabbing and slashing with knives and tomahawks, and threw him overboard, still living.

As his cries receded old scores were settled in a systematic massacre of the rest of the ship's officers and the Hermione eventually surrendered herself to the Spanish governor of La Guira on the coast of Venezuela.

Boatswain's Mate Thomas Nash then signed on in an American schooner — but his identity was discovered and he was arrested in Charleston, President John Adams offering no objection to his extradition.

Nash, however, insisted he was an American citizen impressed by a British warship and feelings ran high in Charleston when the judge decided against him.

He was duly hanged in Jamaica and his body gibbeted at Port Royal — where it remained a year later when Presi-

dent Adams' opponents cited his extradition as an example of the Federalists' habitual kowtowing to the British. The charge stuck and before long Thomas Jefferson took up residence at the White House.

The gruesome story of the Hermione is recounted by Leonard Guttridge in *Mutiny* (Ian Allan £16.95), which traces the phenomenon from the eighteenth century to the present day — and brings the author to the conclusion that it is largely due to a failure of communication.

Undisturbed

Even in the days of closed-circuit television this problem is no less acute in a ship the size of the carrier USS Kitty Hawk — as was evident when racial tensions erupted into a riot off the Philippines in 1972, through which much of the ship's company managed to sleep undisturbed.

As to what actually constitutes mutiny, it is noticeable that the adjective "mutinous" is usually preferred to the noun — no-one, least of all the officers upon whom the dread word reflects the qualities of their leadership, wants to use it if an alternative formula can be applied.

It is difficult, anyway, to be sure what exactly one is confronting — or how to deal with it.

"No matter how inscrutably worded, regulations abound with the purpose of governing

the conduct of enlisted men, but disproportionate attention has been paid to how the commander might best respond if those regulations are unexpectedly flouted. He can count on little in past experience or training to help him, no handy textbook on his cabin bookshelf to supply clear-cut guidance. And despite all the advanced communication systems that link modern sea commanders

with headquarters ashore, he might well feel himself to be as essentially on his own in confrontation with an unruly crew as any captain in the age of sail and wooden hulls."

It remains true also, of course, that any commander who shared the qualities of Hugh Pigot would deserve to be.

— JFA

AUTHORS

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At Your Service



Calling Old Shipmates

HM ships Ganges (1946), Wakeful (1947), Myngs (1947) and Agincourt (1947): Mike Draper, 2 Dormy Way, Peel Common, Gosport, PO13 9RF (tel. 0329 825877) would like to hear from former classmates who joined Shotley as Boy Seamen 2nd Class in Jan. 1946 and who went on to serve in the above-mentioned ships, with view to a 50th anniversary reunion in 1996.

HM ships Eagle, Achilles and Hecla: Peter Crane, c/o KKK, 106/108 New George St., Plymouth would like to hear from former shipmates, especially any of the "Dee Tees", in connection with his 50th birthday on April 10.

HMS Roberts (1942): Victor (Jimmy) James, 6 Oakwood Road, Highcliffe, Christchurch, Dorset BH23 5NH would like to hear from former shipmates who served during Operation Torch in 1942.

HM ships Ausonia (1958-61) and Derg (1943-45): Ex-RPO Len Gardner (0823 277 215) would like to hear from Danny Wheatley, Jim Walsley, Don Charman and Geoff Thornley and from shipmates who served in HMS Derg.

277/278 Communications Class, HMS Ganges (1938-39): G. Thomas, 15 St Katherine's Mews, Totnes, Devon TQ9 5DN would like to hear from former shipmates, in particular Yeo, Fuller and PO Tel Meadows.

HMS Sefton: Mr E. Stott, 2 Sunnyside Road, Ealing W5 5HU (tel. 081 840 2673 — home, 081 741 4141 — work) would like to hear from those who served in HMS Sefton during the Suez Crisis, in particular the ship's Chief Engineer.

HMLST-366 (July 10 1943): W. R. Campbell, 1454 Woodward Avenue, Ottawa, Ontario, Canada K1Z 7W3, would like to hear from Cdr. Hall, or anyone who knows of his current address. He was in command during assault landings on Sicily and he designed and presented a battle flag to the Tank Sqn. A replica will be presented to successor Regular Regt's 'A' Sqn as part of a continuing tradition.

8th Destroyer Assn. China Station (1945-63): If you served in HM ships Cossack Constance, Consort, Contest, Cockade, Comus, Comet, Concord, Charity, Cheviot, Cavalier, Caprice, Caesar, Cambrian, Cassandra, Carysfort, Carron and Cavendish and would like to hear from old shipmates write, enclosing s.a.e., to Mick Corbett, 1 Melbourne Cres., Stafford ST16 3JU.

HMS Rotherham, East Indies Fleet (1943-45): Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk would like to hear from former shipmates who may be interested in attending a reunion in Rotherham in Sept.

HMS Westcott (1940): H. R. Colver, 10 Kirkby Rd., Barwell, Leicester LE9 8FN (tel. 0455 842374) would like to hear from Reg Hughes, of Monmouth, Reg King, of Bristol, and Tony Colensoe, of Mousehole, with view to a reunion being held in April.

HM ships Hawkins (1939-42), Wolverine (1942-44) and Sylvia (1944-45): Harry Woodcock, 78 Ash Rd., Cuddington, Northwich, Cheshire CW8 2PB (tel. 0606 882 630) would like to hear from former shipmates with view to a reunion in April in connection with the Battle of the Atlantic celebrations in Liverpool.

HMS Nabington, Nowra NSW (1944-45): W. R. Gumma, 149 Monks Way, Eastleigh, Hants SO5 5BG would like to hear from former shipmates.

HMS Nubian (1964-66): Ex-R02 Dave Millward, 2 Fernhill Rd., Maidstone, Kent ME16 9BL would like to contact other COMMS ratings, in particular Cliff Tickner, Dave Wickham, Jack Langdon, Nolly Court, Graham Kingdon, Brumy Williams and Taff Price and anyone else in the "after mess".

HMS Collingwood, Class 39X, (1943): Ron Metcalfe, Tom Smedley and Bob Woodford are arranging a holiday at the China Fleet Country Club to coincide with their 50th anniversary on June 3. Any other members of Class 39X who would like to join them should contact Ron at 78 Orme Gardens, Bolbeck Park, Milton Keynes MK15 8PG (tel. 0908 677520).

HMS Templar (Malta 1946): Reg Tickner, 106 Uppingham Ave., Stanmore, Middx. HA7 2JU (tel. 081 907 4377) would like to hear from Bill (Tubby) Overee, last known living in Streatham.

HMS Chameleon (1944-46): Ex-AB Norman Uphill, 42 Lansdown View, Tiverton, Bath BA2 1BQ (tel. 0225 333068) would like to hear from former shipmates who are not already members of the Algerines Association.

HM ships Raleigh (1942) and Chaser: Frank Hodgkinson, Gravel Lane Banks, Southport, Lancs, would like to hear from former shipmates who served on Russian Convoys.

LC1(L)111: Sparks Higgins, 13 Greenwood Close, Litchard, Bridgend, Mid Glam. CF31 1PJ (tel. 0656 6564096) would like to hear from former shipmates who served in the USA, Mediterranean and Normandy.

HMS Cheviot (1959-60): AB Bill Dyer, of 45 Windmill Close, Brixham, Devon TQ5 93Q (tel. 0803 851916) and AB Eric Mulliner, Grieves House, Balgarvie, Scone, Perth PH2 6NS (tel. 0738 52045) would like to hear from Chats Harris, Ken Wick, Bob Garth, Ted Fitcher, Alf Slingsby, Dinger Bell and the rest of D90's ship's company with view to a reunion in Portsmouth in September.

HM ships Furious and Colossus (1943-46): 827/830 TAGs or air crew members interested in attending a reunion contact Roy Matthias, 3 Kennedy Walk, Werrington, Stoke-on-Trent, Staffs. ST9 0EW (tel. 0782 302618).

RN air station Piarco, Trinidad (1944-45): Ken Mitchell, 99 Rushgrove Ave., Colindale, London NW9 6RG (tel. 081 205 9690) would like to hear from the winning accounts section team — J. Rivers, Bob Streather, Turner, Searle, Duggie Ward, Duncan Butler and Brooks.

HMS Indefatigable (1943-46): Eric Morris, 12 St. Saviours Round, Tottland Bay, Isle of Wight PO39 0EZ (tel. 0983 753147) would like to hear from former shipmates.

HMS Laforey (1944): Arthur Jones, 10 North Close, Wade Court, Havant, Hants. PO9 2TE (tel. 0705 483331) would like to

hear from PO P. Meadowcroft, LS R. North, A.B.s A. Washington, F. Smith, V. Neville, J. Cronin, A. Yull, F. Proud, R. White, E. Webb, C. Collett, W. Ayres, L. J. Smith, A. Sheridan, M. Read, LSTs Fenton, C. Martin, STKs A. Hunwick, E. Gasgow and STD E. Wood.

HMS Peacock (1943-58): E. T. E. Collier, 8 Aston Lane, Remenham Hill, Henley-on-Thames RG9 3EL (tel. 0491 574241) would like to hear from former shipmates.

HMS Quail (1942-43): D. E. Moore, 18 Polworth Rd., Streatham SW16 2EU (tel. 081 769 4893) would like to hear from former shipmates.

HMS Resolution (1944): Dennis Hickman, 7 Wolfitt Ave., Balderton, Newark, Notts. NG24 3PD would like to hear from former shipmates, in particular Don Mackay, of Reigate, and Ken Morgan, of Allerton By Water.

HM submarine Dolphin (1943-44), Elfin, Truculent and Truant: W. Asquith, 32 Lower Oxford St., Castleford, N. Yorks WF10 4AE (tel. 0977 512288) would like to hear from former shipmates, in particular Joe Binyan, of Chichester, Ken Turner, of Guildford, Robert Carr, of Leeds, and Frank Hemmings, of Bradford.

HM ships Tyne (1960-61), Hartland Point (1961-63), Eagle (1964-68), Murray (1968-69) and Minerva (1970-73): Ex-POMEM Chas BLock, 25 Drake's Avenue, Strood, Rochester, Kent ME2 3LN (tel. 0634 724525) would like to hear from former shipmates.

HMS Sheffield Assn: Any former shipmates wishing to join the association contact Ken Burkinshaw, 132 Cherry Tree St., Hoyland, Barnsley S74 9RG (tel. 0226 743496).

DEMS or Maritime Artillery Service: Anyone wishing to join the old comrade's association should contact H. L. James, Summerhill Cottage, Drabble's Lane, Sandown, Isle of Wight PO36 9ER (tel. 0983 405474).

HMS Bermuda (1950-53): R. M. Bennett, 24 Parren Avenue, Whiston, Merseyside L35 3SB (tel. 051 426 9632) would like to hear from former shipmates.

FIFTY YEARS ON

A LOOK BACK at the wartime operations of the Royal Navy half a century ago this month.

After a relatively quiet January, merchant shipping losses doubled this month to 73 ships of 400,000 tons as the U-boats stepped up their offensive. However, increased availability of escorts and long range aircraft, the wider fitting of 10cm radar and success with Ultra intercepts enabled the allies to carry the war to the U-boats.

Allied Air Forces commenced a prolonged air offensive against the transit routes in the Bay of Biscay and February saw the start of the big convoy battles that marked the climax of the Battle of the Atlantic. Nineteen U-boats and three Italian submarines were sunk, including one U-boat sunk in a collision while on trials in the Baltic.

- Principal events included:
- 1: HMS Welshman sunk by U-617 off Tobruk.
 - 2: RAF Fortress sank U-265 in Atlantic.
 - 3: HM ships Beverley and Vimy sank U-187 — Atlantic convoy SC118.
 - 4: HMCS Louisbourg sunk by German aircraft off Oran.
 - 5: RAF Fortress sank U-264. Free French Ship Lobelia sank U-609 — Convoy SC118.
 - 6: HMCS Regina sank Italian submarine off Philipeville, Algeria.
 - 7: HMS Bredon sunk by U-251 off Canary Islands.
 - 8: HMS Erica sunk by British mine between Derna and Benghazi. Netherlands submarine Dolfijn sank Italian submarine south of Sardinia.
 - 9: RAF Hudson sank U-442 in Atlantic.
 - 10: Polish AA ship Pozarica damaged by
 - 11: RAF Catalina sank U-620 off Portugal.
 - 12: RAF Liberator sank U-225 SW of Iceland.
 - 13: HMS Paladin and SAAF Blesley sank U-205 off Derna. HM ships Easton and Wheatland sank Italian submarine off Bougie. (Enigma cypher machine salvaged. HMS Fame sank U-69, HMS Viscount rammed and sank U-201 — Convoy ONS 165.
 - 14: HM ships Hursley and Isis and RAF Wellington sank U-562 off Benghazi. RAF Wellington sank U-268 off Ushant.
 - 15: RAF Liberator sank U-623 in N. Atlantic. USS Spencer sank U-225. Convoy ONS 166.
 - 16: Polish Ship Burza and USS Campbell sank U606 in N. Atlantic. ONS 166. HMCS Weyburn sunk by mine off C. Sparte.
 - 17: HM ships Bicester, Lamerton and Wheatland sank U-443 off Algiers. HMS Tolland sank U-522 in N. Atlantic.
 - 18: HM submarine Vandal, on trials in Kilbrennan Sound, failed to surface. No survivors, not salvaged.
 - 19: HM submarine Tigris presumed lost to depth charge attack by German patrol craft off Capri.

Taken from The Royal Navy Day by Day. New edition now available.

● In last month's Fifty Years On it was mistakenly reported that HMS Undine sank the Italian destroyer Bombardiere. The entry should have read that on January 17 it was sunk by P44 [HMS Undine].

Tiddly Rope: Mr. R. J. Andrews, 47 Moor Road, Chorley, Lancs PR7 2LW would like to hear from anyone who can provide him with a tiddly rope for a ship's bell.

Convoy HX 72: David O'Brien, 5538 Hennessey Place, Halifax, Nova Scotia, Canada B3K 2A8 is researching the history of the convoy and would like to eyewitness accounts from those involved.

Union Jack Club, Asbury Park, New Jersey: L. Baker, 5 Frithville Court Flats, Frithville Gardens, Shepherds Bush, London W12 7JH would like information about the club. Betty Nuthall, the British tennis star who ran it, and the club's bulldog, Winston Churchill.

Krypton Factor: Anyone interested in entering television's toughest quiz should write for an application form to The Krypton Factor, Granada Television Manchester M60 9EA. The closing date for completed and returned applications is Feb. 13.

HMS Enterprise: Members of the ship's company who attended the 50th anniversary of Warship Week held in Oxford express their appreciation for all the organisation undertaken on their behalf and would like to thank members of the RN and RM Associations of Oxford for their hospitality.

HMS President V occupied part of Highgate School, North London during the Second World War. Two First World War RAF aircraft were removed from the school by the Navy during this time and anyone who has information about this event should contact B. S. Adams, Highstead, Preston, Wingham, Kent CT3 1DP.

MLRU 2 (1945): E. R. Wadge, 23 Chapel-down Rd., Torpoint, Cornwall PL11 2HT (tel. 0752 813371) would like to hear from

B4 Escort Group, Battle of the Atlantic: A reunion is proposed during BA93 (Liverpool, May 26-31). Those interested please send a s.a.e. to Oliver Wright, Maidens Cottage, 15 Boyne Hill Rd., Maidenhead, Berks, SL6 4HQ (tel. 0628 23294).

HMS Stevenson: The fourth reunion will be held at the Three Swans Hotel, Market Harborough, Leics on April 24-25. Details from Jim Cook, 41 Main Street, Foxton, Market Harborough, Leics LE16 7RB (tel. 0858-64210).

HMS Pearl (1935-46) Assn: The annual reunion at Padham, near Burnley, Lancs on April 23-24. Former shipmates should contact Geoff Lancashire, 1 Rowsham Court, South Hill Ave., Harrow-on-the-Hill, Middx. HA1 3NX (tel. 081-422-2357).

V. and W. Assn: The first reunion will take place at the Union Jack Club, Waterloo, London on June 12, when V. and W. Association will be inaugurated. Further details from C. W. (Stormy) Fairweather, Stable Cottage, Colchester Road, West Bergholt, Colchester CO6 3JQ (tel. 0206-240614).

RN Patrol Service Assn: The 1993 reunion will take place at Lowestoft on October 2-9. Details from Tom Bryant, 51 St Peter's House, Queen's Row, London SE17 2PU (tel. 071-703-7215).

North Russia Club: The southern reunion will be held on May 22 at HMS Nelson, Portsmouth. £10.50 per head, buffet meal, music, dancing. Guests welcome. Details from E. M. Williams, 87 Olive Road, Coxford, Southampton SO1 6FT (tel. 0703-775875) (see page 5).

HMS Tatoo (1943-46): The sixth reunion will be held at the Royal Sailors' Home Club, Portsmouth on June 9-10 commemorating the 50th anniversary of the ship's commissioning at Mobile, Alabama, USA. Details from Arthur (Joe) Rue, 30 East Drive, Blunsdon Abbey, Swindon, Wilts. SN2 4DP (tel. 0793-724490).

HM Ships Beagle, Boadicea, Bulldog (1939-45): The 26th annual reunion will be held at Portsmouth on May 8. Details from A. L. M. Back, 30 Cottenham Park Road, London SW20 0SA (tel. 081-946-8964).

Artificer Apprentices Rodney and Grenville 1933 Entries: The Diamond Jubilee Reunion will be held on May 12 at the RNEBS Memorial Club, 46 Clarence Parade, Southsea. Rodney entry wishing to attend contact T. Campbell, 37 Lower Church Road, Gurnard, Isle of Wight PO31 8JG (tel. 96-291770). Grenville entry contact V. Blackman, 68 Warren Ave, Milton, Southsea PO4 8PX (tel. 0705-815462).

HMS Black Prince (1942-46): The seventh reunion and 50th anniversary of commissioning will be held for the second year at Seely's Hotel, St Paul's Road, Bristol on May 15. Details from Jan Coles, 1 Avonleigh Road, Bristol BS3 3HP (tel. 0272 665030).

HMS Grenville (1943-46) Assn: Along with invited ships Ursa, Ulster, Urania, Undaunted and those of the 25th Destroyer Flotilla they will be holding their 1993 reunion in Blackpool. Any ex-Grenville ship's company member interested please contact the Secretary, R. Durbin, 129 Featherbed Lane, Hillmorton, Rugby CV21 4LH.

HMS Emerald Assn: The next reunion will be held at the Union Jack Club, Waterloo, London on March 13. Details from Colin Houldley, 3 Gloucester Road, Willeby, Hull HU10 6HW (tel. 0482-651652).

HMS Whiteside Bay Assn: The fifth reunion will be held at the Union Jack Club, Waterloo, London on March 27. Details of the association from G. Peat (tel. 0602 227523) or T. Naish (tel. 0656-668181).

3rd Destroyer Flotilla (Battle Class), Mediterranean Fleet 1949-52: Reunions are being arranged for HM ships Saintes, Vigo, Armada and Gravelines. Details from Oliver Wright, 15 Boyne Hill Road, Maidenhead, Berks SL6 4HQ. (s.a.e. please).

Inshore Flotilla (Far East): A reunion visit to Singapore and Malaysia to commemorate the 30th anniversary of the Ton class presence in South East Asia — and associated ships and establishments — is being organised for June for all former ships companies, family and friends. Anyone interested contact Oliver Wright, 15 Boyne Hill Road, Maidenhead, Berks. SL6 4HQ.

Majestic Caledonia 1937 Boys 1939 Assn will hold their next AGM in the RNA Club, Roker Ave, Sunderland on May 6. Details from J. H. Darbey on 0429 862443.

HMS Leander: The 10th reunion will be held in the Stanton Village Hall, Burton-on-Trent, on April 24. Further information from Mick Bugden, 7 Wordsworth Avenue, Swadincote, S. Derbys. DE11 0DZ (tel. 0283-213780).

Chatham RN Gunnery Instructor Assn: A reunion dinner will be held in Chatham on April 30. Details from P. McDonald, 106 Chestnut Avenue, Walderslade, Chatham, Kent ME5 9BG.

LST Club will hold their next reunion in Portsmouth on April 17. Details from C. Maxwell, 45 New Rd., Water Orton, Birmingham B46 1QB (tel. 021 747 2418).

HMS Cornwall (1939-42) Assn. will hold their 42nd reunion at The King Charles Hotel, Brompton Rd., Gillingham on April 3. Details from Peter Scott, 6 Gatward Close, Winchmore Hill, London N21 1AS (tel. 081 360 8736).

Over to You

anyone who can provide details of the Unit's activities after VJ Day.

Electrical Branch Handbook: F. Gwilliams, 32 Wolsley Rd., Cowley Hill, St. Helens WA10 2AG would like a copy of the handbook given to those who entered the branch in 1954.

HMS Bulldog (1968-69): Mrs A. Whitmarsh, 9 Gieve Meadows, East Dean, Salisbury, Wilts. SP5 1HE (tel. 0794 40900) would like to trace a copy of the commissioning leaflet for HMS Bulldog.

HMS Norfolk (1944): W. G. Keeble, PO Box 49309, Rosenterville, 2130 RSA would like to hear from anyone who can provide him with the words of the "Norfolk Song" composed on board during 1944-45 — the first line began "See the fighting Lady, Norfolk is the name, She fought the war in Europe and came through fire and flame, And now she is off to join the Eastern Fleet ..."

SS Khedive Ismail 1944: On Feb. 12 1944 an RAF troopship, the SS Khedive Ismail, was torpedoed by a Japanese submarine while in transit from Mombasa to Colombo. Over 1,100 people lost their lives including 18 Wrens and an ex-Wren together with her husband and baby. An appeal has been launched to provide a memorial in the Wrens' church, St Mary le Strand, London and cheques, addressed to the Khedive Ismail Wrens Memorial Fund should be sent to Mrs Sheila M. Hammett, 69 Old Heath Rd., Colchester CO1 2EX.

Windsor Castle Parade 1943: George Payne, 18 Ribblesford Close, Halesowen, West Mids B63 2AR (tel. 0384 67480) is seeking photographs taken of ratings from Chatham Barracks who took part in a parade through Windsor Castle at which King George VI, Queen Elizabeth, Princess Eliza-

Reunions

HMS Westcott Club: A reunion and AGM will be held at the Union Jack Club, Waterloo, London on April 24. Details from C. W. (Stormy) Fairweather, Stable Cottage, Colchester Road, West Bergholt, Colchester CO6 3JQ (tel. 0206-240614).

Retired Officers of Supply and Secretariat branch are invited to a combined cocktail and buffet supper party at RNC Greenwich on March 4. Invitations are being sent direct to all the retired officers whose addresses are known. Anyone who has not received an invitation and would like further information should contact Lieut.-Cdr. Roger Evans, DNMT(S), Room 308C, Ministry of Defence, Old Admiralty Building, Whitehall, London SW1A 2BE (tel. 071 218 3275).

HMS Kipling (G91): A reunion will be held at the Ashburn Hotel, Fording Bridge on May 22. Details from Eric Clark, 8 Poachers Gate, Pinch Beck, Spalding, Lincs PE11 PP2 (tel. 0775 713641).

HMS Indefatigable Assn. will hold their third reunion in Birmingham on April 3. Details from John Hayward, Hillcrest, Long Common, Claverley, Wolverhampton WV5 7AX (tel. 0902 893389).

HMS Excellent (RM Band) reunion/social will be held in the CPO's Mess, HMS Nelson, Portsmouth on April 24. Details, enclosing s.a.e., from Barry Radford 36 College Rd, Cheshunt, Herts EN8 9NS (tel. 0992 36269).

HMS Argonaut: A decommissioning dance will be held at Plymouth Pavilions on March 26. Tickets, £10, from HMS Argonaut, BPO 209 (cheques made payable to HMS Argonaut Welfare Fund).

Old Caledonia Artificer Apprentices Assn. will hold their next biennial reunion in HMS Sultan, Gosport, on July 31. Anyone wishing to join the association should contact Eric Ravenscroft, 20 Third Ave., Havant, Hants PO9 2QS (tel. 0705 482828).

HMS Wave Assn. will hold their second reunion at the Nautical Club, Birmingham on August 28. All ex-Wave personnel from 10th Minesweeping Flotilla and Fishery Protection Service are invited to attend. Details from Tommy Dootson, 3 Bealey Ave., Radcliffe, Manchester M26 9QW (tel. 061 796 8857).

HMS Gossamer Assn. will hold their next reunion in Wolverhampton on June 26-27. New members are sought from the Gossamer and from other ships who were in company with her on Russian Convoy duty 1941-42. Details from E. J. Morris, 40A Edwards Rd., Whitley Bay, Tyne and Wear (tel. 091 252 2540).

Durbans's White Lady: In spring 1992 34 British Second World War veterans visited Durban to honour her memory and were welcomed in grand style. Another visit is planned this year and is due to leave Heathrow on March 12. Details from Sam Morley, 113 The Ridgeway, Cuffley, Herts EN6 4BG (tel. 0707 873444).

HMS Gravelines (1949-52): The first reunion will be held in late March in Plymouth. Further details from Ray Whittington, 102A Victoria Ave., Newport, Gwent NP9 8GG (tel. 0633 221688) or Bill Campbell, 45 Fiddon Gardens, Belfast BT9 6QL (tel. 0232 627754).

HMS Comus Comrades will hold their next reunion the Clarence Club, Clarence St., York on March 5-6. The club lounge has just been refurbished and will now be known as the HMS Comus Lounge. All members, and those from the 8th Destroyer Flotilla, are welcome. Details from Stan Hudson, The School Bungalow, Huntingdon Comp. School, Huntingdon, York YO3 9PX (tel. 0904 76904).

HMS Devonshire (1973-77): For details of the reunion contact Charlie Moss on 0795 430851 or Sandy Saunders on 0600 83435.

HMS Mauritius reunion will be held in Leamington Spa on March 19-20. Details, enclosing s.a.e., from T. Hignett, 25 Templeton Park, Bakers Lane, West Manningfield, Essex CM2 8LF (tel. 0277 840869).

HMS Bullen K469 (1943-44): The next reunion will be held at St Edmunds Hotel, Gorleston, Great Yarmouth on April 24. Details from C. W. Bilverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER (tel. 0502 561130).

23rd Destroyer Flotilla: The fourth reunion of HM ships Saumarez, Savage, Scorpion, Scourge, Swift, Serapis, Svenner and Stord will be held in the WO's and CPO's Mess, HMS Nelson, Portsmouth on May 29. Details from Billy Swift, 37 New Rd., Love-dean, Waterlooville PO8 9RU (tel. 0705 591032).

LST Club will hold their next reunion in Portsmouth on April 17. Details from C. Maxwell, 45 New Rd., Water Orton, Birmingham B46 1QB (tel. 021 747 2418).

HMS Cornwall (1939-42) Assn. will hold their 42nd reunion at The King Charles Hotel, Brompton Rd., Gillingham on April 3. Details from Peter Scott, 6 Gatward Close, Winchmore Hill, London N21 1AS (tel. 081 360 8736).

Deployment postcards: Pupils at Baycroft School, for children with learning difficulties, are doing a project on journeys and would like Service personnel to send them postcards from abroad. Anyone who can help should address their postcards to Class 6, Baycroft School, Gosport Rd., Stubbington, Hants PO14 2AE.

Convoy HG69 1941: As part of a project Graham Salt, 6 Flamingo Court, Fareham, Hants PO16 8PQ would like to hear from anyone, Merchant or Royal Navy, who sailed with Convoy HG69 in 1941 or who can provide the names of the merchant ships in the convoy or of the RN escorts.

HM ships Gnat and Widnes: Did you serve in either of these ships when they were lost and, if so, do you have any photos taken at around that time? A photo was taken of the Gnat being towed by HMS Griffen and Bob Rumsey at Eycottwood Cottage, Rendcomb, Cirencester, Glos GL7 7EP (tel. 0285 831398) is keen to obtain copies of these photos.

Mersey Division RNR: Lieut.-Cdr. John Glover, HMS Eaglet, RNR Sea Training Centre, Princes Dock, Liverpool L3 0AA (tel. 051 236 7377) is producing a official history of the Mersey Division and would like to hear from anyone who has photographs, memorabilia or personal memories relating to the Division.

TS Woolton, Diana, Illustrious: Former cadets are invited to contact Lieut. John Garrett with view to their 40th anniversary in 1994. Contact him at the unit on any Monday or Thursday evening between 7.15 and 9.30pm. (tel. 0255 851010) or 144 Kirby Rd., Walton-on-the-Naze, Essex (tel. 0255 671209).

HM ships Wizard and Cadiz (1950-52): A reunion will be held at Stoke Social Club, Devonport on July 31. Details from Eric Smallshaw, 3 Dundee House, St Andrews Court, Eccles, Manchester M30 0LW (tel. 061 789 3421).

HMS Consort: The first reunion will be held at the Royal Fleet Club, Morice Sq., Devonport on May 1-2. Details from Terry Hodgins, 21 Belmont Rd., Aberavenny, Gwent, NP7 5HN (tel. 0873 852896).

HMS Cambria Assn. (S. Wales Division RNR): Any RN/RNR/WRNR/RMR who have served more than two years at HMS Cambria are invited to join the newly-formed association. Details from Don Partridge, 23 Merthyr Dyfan Rd., Barry, S. Glam. CF6 7TH (tel. 0446 738297).

LSTs (Second World War): A proposed visit to the USA (various ports) to commemorate the 50th anniversary of the LSTs commissioning will take place in Sept. Anyone interested contact Miss Val Williams, 11 The Firs, Holbrook, Gosport PO13 0ZN.

Midland Naval Officers' Assn.: For details of the 1993 programme and membership application forms contact Lieut.-Cdr. R. C. Sunter, 18 Glasshouse Lane, Kenilworth, Warks. CV8 2AJ.



Smart money on shipmate's visit

IT WAS a happy coincidence that Shipmate A. F. Smart, of Dunstable branch, was on holiday in Malta when the new Upholder class submarine HMS Ursula paid an informal visit to the island — both were warmly welcomed by shipmates of the Valetta branch.

BRANCH NEWS

During a wreath-laying ceremony at Floriana Cenotaph, Shipmate Smart was invited to join the VIPs to lay a wreath which he had brought on behalf of the Dunstable branch.

At a reception in Valetta branch headquarters, held after the ceremony, Shipmate Smart and his wife were introduced to Flag Officer Submarines and COMSUBEASTLANT Vice-Admiral Toby Frere and to the commanding officer of HMS Ursula, Lieut.-Cdr. Peter Hinchliffe and Mrs Hinchliffe.

The meeting led to an invitation from Lieut.-Cdr. Hinchliffe to visit the Ursula which proved to be a memorable and most enjoyable experience for Shipmate Smart and his wife.

It was 50 years since Shipmate Smart was last in Malta and, as he watched HMS Ursula sail out of Grand Harbour, it brought back many memories.

A concert, organised by Bolton branch, raised £575 for two local charities, Outreach and St Ann's Hospice. During the visit



OFFICERS of Crosby branch have reason to look happy as they witness the presentation of a £1,000 cheque to chairman Shipmate Morris Pritchard (front, left), by Shipmate Len Haydock, founder member and branch standard bearer. Accompanying them are, from left, Shipmates Bill Roberts, Claude Harden and Fred Brazier. The money, raised by the branch, will purchase a new standard to be dedicated on June 26.

of HMS Beaver to Liverpool the branch had a visit from the ship's commanding officer, Cdr. Charles Montgomery and members of the ship's company. Members of the branch enjoyed a return visit to the ship where they were royally entertained. HMS Beaver is the adopted ship of Bolton branch.

After a week of torrential rain the skies cleared for the annual Pearl Harbour commemorative parade and service, organised by Southend branch and which was attended by nearly 600 shipmates, including 40 US airmen from the US Airbase at Mildenhall.

The lesson was read by Colonel James McKinley, US Air Force, and the special Citation of Merit, awarded by the US Naval Department to Southend branch, was read by Capt. D. M. Lachata, US Navy. The Last

Post and Reveille were sounded by buglers of the Edmonton Sea Cadets.

A dinner-dance at the Royal Duchy Hotel marked the 10th birthday of Falmouth branch. This happy occasion was attended by the branch president, Vice-Admiral Sir James Jungius and Lady Jungius and Capt. T. Blackburn, commanding officer of HMS Cornwall. It is hoped that the next time HMS Cornwall visits Falmouth, where she commissioned, a social evening will be arranged for members of the ship's company.

Rejoicing in Peel, Isle of Man branch, where the coveted Washington Trophy, for standard of drill and appearance, was awarded to Shipmate John Bullivant, the branch standard

bearer. The trophy is the top prize in a competition for standard bearers of ex-service associations, excluding the Royal British Legion. Twins Andrew and Lynda Clegg, both cadets in TSS Manxman, won the trophy in the Cadet section of the competition.

A group of shipmates in the Essex area are planning to hold an RNA Banyan/Fun Day in Harlow on August 7. Members and their families are invited to attend Harlow Sports Centre at a minimal cost of £3 per adult. The day will start at noon with outside activities and games and end with a social dance and maybe other entertainment. Those wishing to join in the fun should contact Shipmate Ken Wright, 6 Peartrees, Ingrave, Brentwood, Essex CM13 3HP, or Shipmate Peter Roalf, 147 Moorfield, Harlow CM18 7HQ (tel. 0279-431599) before the end of the month.

To celebrate a successful year members of East Grinstead, their wives and friends, enjoyed dinner at the East Court Mansion, which was a great success. The occasion was enhanced by the presence of Capt. Eric 'Winkle' Brown, the branch president, who was accompanied by his wife.

Sittingbourne branch hosted a concert by the Royal Marines at The Swallow Leisure Centre with a programme performed by the RM School of Music under the direction of Lieut.-Col. J. D. Ware. Over 900 people attended the concert, the first hosted by Sittingbourne, and it is hoped that money raised on the night, almost £2,000, will be donated to various naval charities.



Basingstoke show the flag

AT a sunset ceremony on the Quarterdeck of Basingstoke RNA Club, CPO Malcolm Kemp, RNR, salutes the lowering of the flag. The ceremony, performed by ratings from HMS Wessex RNR and Shipmate Alan Morris, left, marked the installation of a new mast to replace the former branch flagpole.

All those attending, including shipmates from Greenford and Borehamwood, received a Tot of Rum issued in the old tradition.

Picture: Basingstoke Gazette.

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Skipton's friendly faces

ALTHOUGH Skipton is only a small branch of 20 members the contribution they make to the local scene cannot be measured in terms of numbers.

Like many pocket-sized branches of the association, Skipton, with the minimum of fuss, raises cash yearly for local, naval and national charities.

Typical of this caring spirit was when three-year-old Matthew Holmes, the grandson of one of their members, developed a malignant tumour on his kidney. The branch went on to raise £261 for the Royal Manchester Children's Hospital, at Pendlebury, where Matthew underwent surgery and a course of chemotherapy.

The kindness shown to Matthew and his parents during his treatment in the hospital later inspired the founding of the "Friends of Matthew Appeal" which now totals over £10,000 — the money will help set up a cancer research fund.

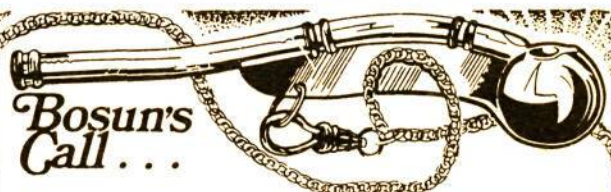
If other branches, especially those in the north west region, wish to save young lives donations will be gratefully received by the "Friends



of Matthew Appeal", Children's Cancer Research Fund (registered charity 227717), 467 Kings Road, Stretford, M32 8QN (tel. 061-864-2002).

Members of Skipton branch proudly display a bumper cheque of £261, raised to help the "Friends of Matthew Appeal". They are, back row,

Harry Smith, Jack Beck, Eddy Throup, Norman Robinson and Charlie Hurford; front row, Shirley Haigh, Keith Short and Ken Holmes.



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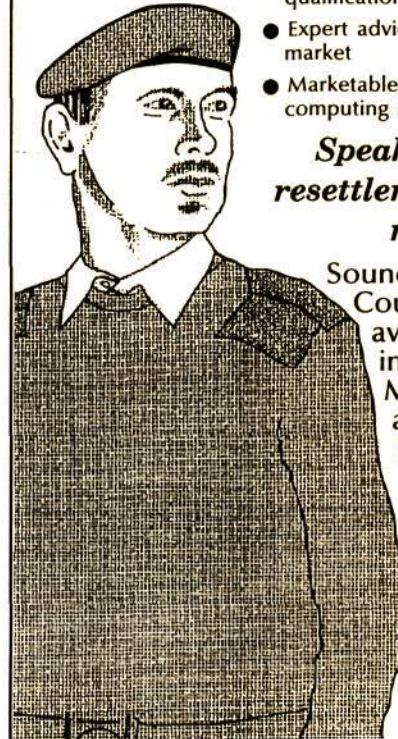
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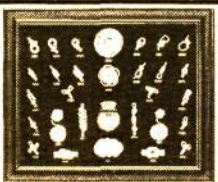
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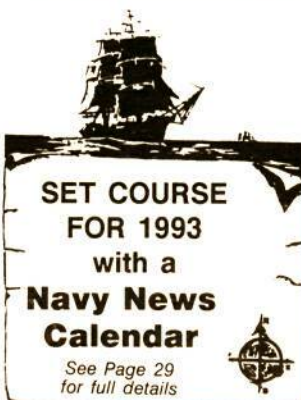
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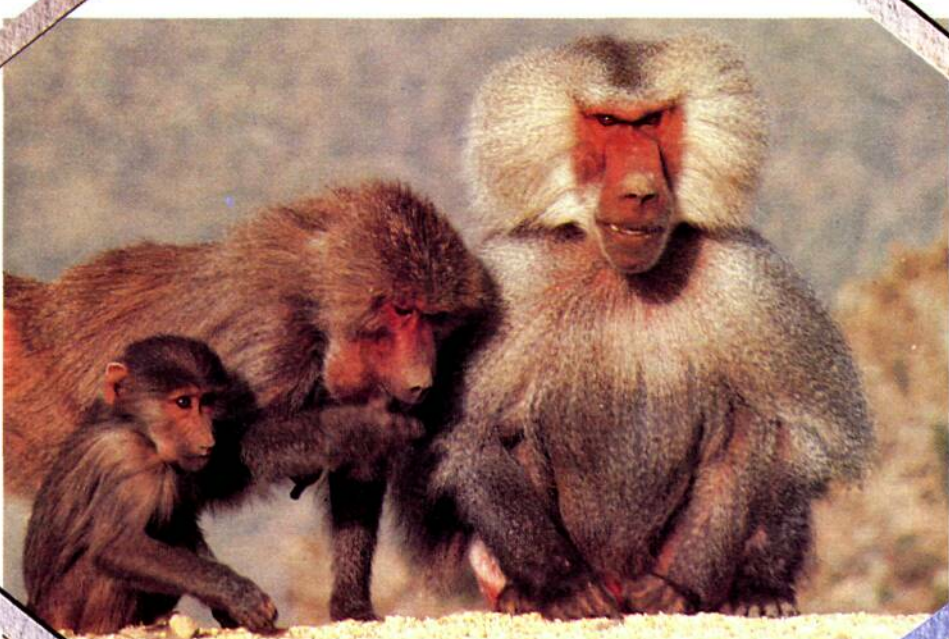
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To the ends of the Earth



HMS Trenchant was braving the elements at both ends of the world last year — first at the North Pole and later at South Georgia.

There was, in fact, a plan (which sadly didn't come off) to pick up Michael Palin on the Arctic ice cap and take him south on the first leg of his "Pole to Pole" TV journey.

The nuclear-powered Fleet submarine spent three weeks under the ice with USS Spadefish, surfacing within a mile of the pole. Her transit south was then spent dodging icebergs as she became the first British "nuke" to visit South Georgia, where a ship's crest was laid on the grave of Sir Ernest Shackleton, the Antarctic explorer.

St Helena

At the end of her Falklands deployment she called at St Helena — giving AB(TS) Richard Clarke his first chance to meet his maternal grandfather and other relations, his mother having moved to the UK before her marriage.

Tampa, Florida and New London, Connecticut were her next ports of call before she made her way home to Devonport.

- Left — HMS Trenchant at the North Pole.
- Below — Cdr Shaun Turner and members of his ship's company visit the abandoned whaling station at Grytviken.

Swan song at Sunderland

WHEN HMS Juno paid her last port visit to Sunderland, five local lads took a special pride in Britain's newest city.

Left to right (below right) are CK George Addison, SA "Bing" Crosby, STW "Smudge Smith", WO Keith Willis and AB George Outhwaite.

Later Lady Bush, wife of Admiral Sir John Bush, who launched the Leander Class frigate in 1965, attended her decommissioning ceremony at Portsmouth.

She is seen here with her last commanding officer, Cdr. Malcolm Dodds, and the Mayor of her adopted town of Eastbourne, Cllr Maurice Skidton.



Best of the Chefs

Young Cook of the Year,
ACK Lee Sheard of HMS
Nelson.



Photo, above
Winning smiles from the Dryad team — (left to right) Sub.-Lieut. Mark Walsh (SOCA), POCK Paddy McCarthy, CK Bob Hunt, WSTD Sharon Barnes, CPOCK Steve Moss, CK Bruce Hayward, LWCK Liz Acres, CK Craig Codling and POCK Dave Murkin.

THE HIGHEST tally of medals at the Royal Naval Salon Culinaire went to the team of cooks and chefs from HMS Dryad, with four gold, four silver and three bronze, with team-member POCK Paddy McCarthy winning the Prix d'Honneur.

HMS Nelson's team came a close second with a total of eight medals, including five gold, with ACK Lee Sheard adjudged the Best Junior Entry and Young Cook of the Year.

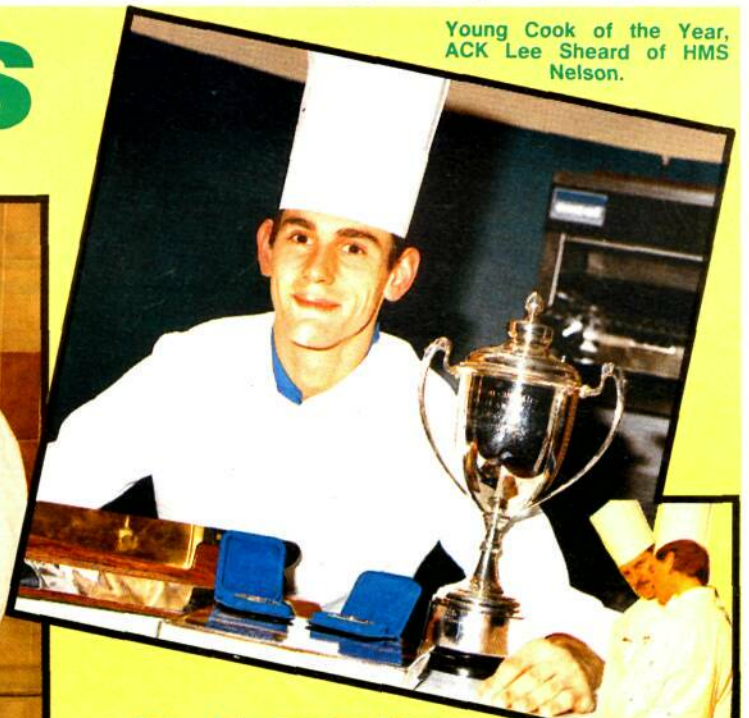
The annual competition, held at the Victory Club, HMS Nelson, attracts entries from Navy chefs, stewards and contract caterers, eager to display their skills. On this occasion, teams from 27 shore establishments, six ships and two submarines contributed to the 258 live and static entries, which included such culinary delights as works in chocolate, celebration cakes, cold buffets, open sandwiches and hot pasta.

Popular, as usual, with the many spectators at the Salon was the Cook-and-Serve event, where a chef/steward team have to cook

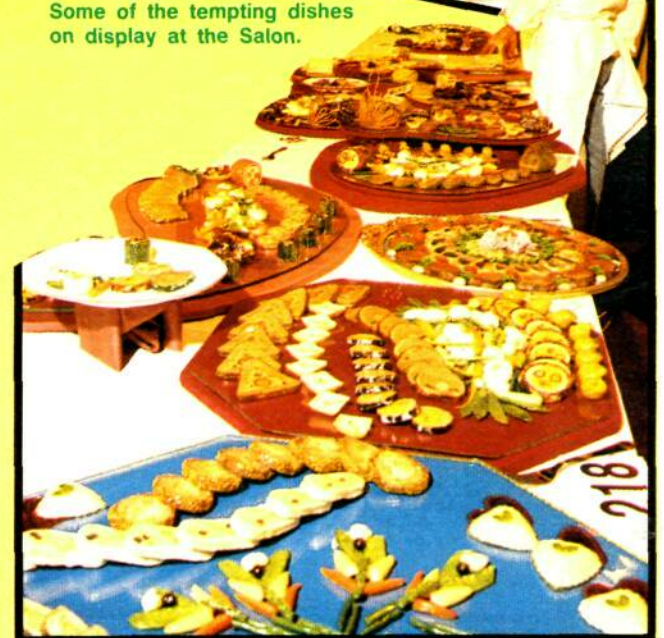
from scratch and serve up to a waiting couple, a three-course meal complete with aperitif and wine. Winners here were the team from HMS Rooke in Gibraltar, LCK Jonathan Boreham and WSTD Jane Bates.

Other establishments winning gold medals were the RN Cookery School, Aldershot (5), HMS Raleigh (4), HMS Drake (3), HMS Rooke (3), HMS Warrior (2) and one each for HMS Cochrane, RNH Hasler, HMS Cambridge, HMS Daedalus, FO Plymouth and HMS Nelson (Whale Island).

Top ship entry was from the Type 42 destroyer HMS Manchester (2 silver and a bronze) and the submarine HMS Oppossum gained a silver medal in the yeast work class.



Some of the tempting dishes
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Navy News

Calendar 93

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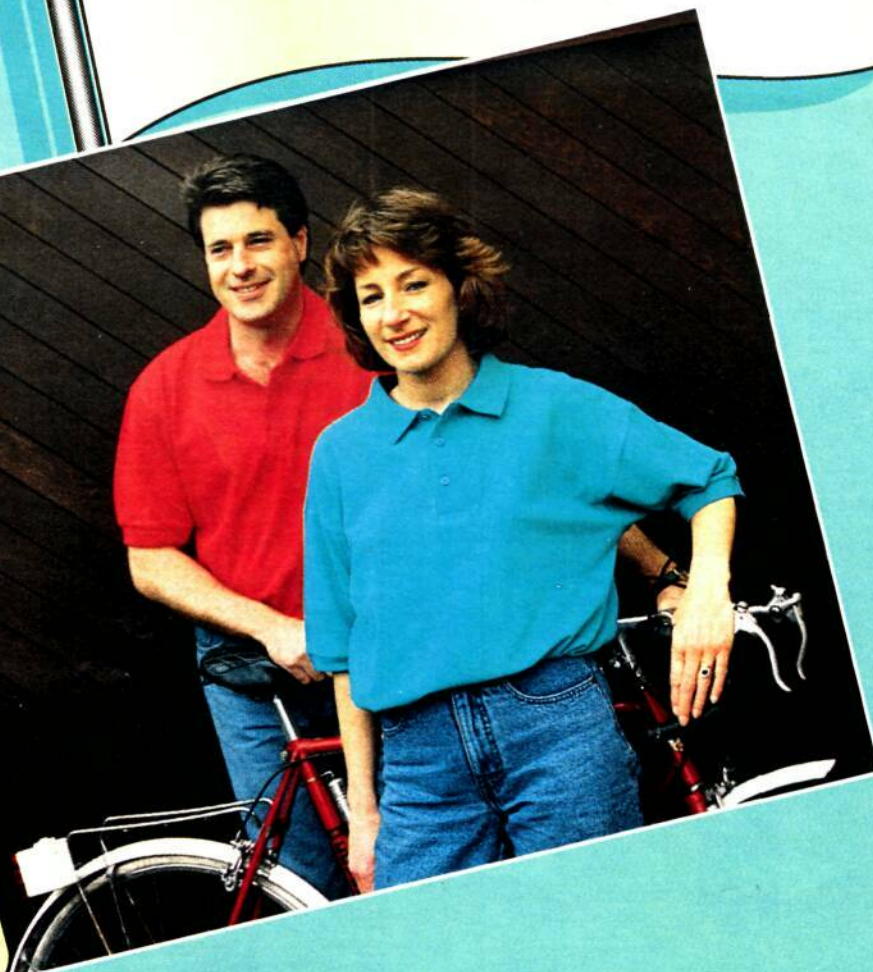
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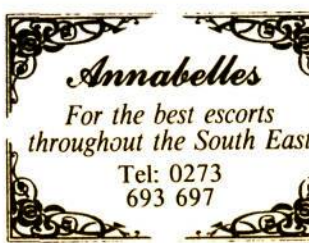
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POLICE PRAISE

LEADING Regulators John Webster and Gary Hall have both received commendations from Flag Officer Portsmouth Rear Admiral David Bawtree following an incident ashore in Gosport.

Placing on record their thanks the Gosport police commended them for their "... outstanding courage and dedication to duty in face of extreme violent disorder when they, without immediate support from civil police officers, tackled a group of people who were fighting and were armed with various offensive weapons, including a large sheath knife, a machete and two 24-inch saws.

"They both intervened without consideration for their own personal safety, and prevented a very nasty situation escalating to the point of riotous disorder, whereby serious injury would have been inflicted on people involved in this disturbance. They further arrested two persons responsible and detained them in custody."

First blood to Herald



BROWNED off with barbecues and sports competitions in the sunshine of a South American summer, HMS Herald livened things up with a "Rambo competition."

Entrants had to climb, swim and crawl in battle order to their firing positions on the flight deck before putting ten .22 rounds into the target at the final stance.

Cook "First Blood Rambo" Reece Locke (no reflection on the quality of his cuisine) was first man home — and is seen here receiving his trophy from his commanding officer, Cdr. Bob Mark.

The ocean survey ship spent Christmas in Rio and returns to the UK in April, having spent ten months away from home during the past year.

Visits have ranged from St Petersburg in Russia to the west coast of Africa as well as Brazil, where a mid-deployment break was planned for families last month.

While at anchor in Crow Sound, off the Scilly Isles, the survey ship HMS Beagle invited 37 local schoolchildren and their four teachers for a morning at sea.

The guests spent three hours on a guided tour of the ship, learning of the ship's role in collecting data for chart production, before sailing up to Hugh Town in the Scillies, where they were landed by Gemini.

HMS Beagle was on her way back to Devonport, having completed a full year of work, surveying over 300 square miles north of the Scillies and completing a full survey of Rosia Bay, Gibraltar.

Picture: LA(Phot) David McCormick.

Forgotten Fleets Ain't no mountain remembered high enough

FORWARD planning is much in evidence for the special 50th anniversary memorial reunion being organised in Portsmouth in 1995 for all those who served in the "forgotten" British Pacific and East Indies Fleets 1944-46, so called because many of the ships returned to UK months after the victory celebrations were over.

The organisers invite all ships' association secretaries and those of Fleet Air Arm squadrons to apply for details of the event.

Information is available from Mansel Evans, Bryn Deryn, Lon-yr-Eglwys, St. Brides Major, Bridgend, Mid Glamorgan CF32 0SH (RN ships), Dennis Gardiner, 116 Folly Lane, Stroud, Glos. GL5 1SX (Air Sqns.), Frank Manning, 2E Valley Road, Kenley, Surrey CR8 5DG (Merchant Navy). Overseas personnel should contact Gerry Purnell, 164B Green Lanes, Sutton Coldfield, West Midlands B73 5LT.

WHEN a Royal Navy/Royal Marines team of skiers last year attempted the ascent of the Jungfrau in Switzerland, followed by Mont Blanc in France, blizzards and avalanche conditions thwarted all their attempts but not their enthusiasm.

This year an expedition is being planned for a team to climb and ski the classic "Haute Route" from Chamonix, in France, to Saas Fe in Switzerland. Experienced Navy and Marines skiers, available from April 17-May 3 interested in participating, should contact Lieut. Richard Tough, WRMM, HMS Neptune (ext. 395).

Right: Last year's team pose for a picture with the Jungfrau in the background. (Photo by Lieut.-Cdr. Les Moores).



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
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Setting her sights

SUE Cradock, a Chief Wren serving at RNAS Culdrose, shot for Great Britain Ladies in their successful small bore rifle shooting match, when they won comfortably against New Zealand ladies.

This was a postal competition and in it Sue scored 295 out of a possible 300 (third in the team) — just the kind of form needed in the run-up to the inter-service match later month.

A member of the Helston and District Rifle Club and Cornwall County Ladies Team, Sue has also shot for the Combined Services in both indoor and outdoor small-bore competitions. Somehow, she also finds time to play golf.

Sue is pictured with her targets from the GB/NZ match.



QUIET PLEASE GAME ON...

CARLSBERG and Naafi are sponsoring the second Inter-Service Darts Championship, which will be held in the Pinn Inn Club, RAF Uxbridge, on Saturday March 27.

Individuals, doubles and triples will compete with prize-money and trophies up for grabs in each category. The event is open to serving members of the Royal Navy, Army and Royal Air Force, as well as to members of the United States Armed Forces and invited employees of Naafi.

Entry costs £3 per team for triples, £4 per team for doubles and £4 per person in the singles. For further information contact Sgt. Bob Avenell, c/o JRM, RAF Uxbridge, Uxbridge, Middlesex UB10 0RL. Tel: GPTN 8232 ext 6229/6204 or Uxbridge (0895) 237144 ext. 6229/6204.

ABA champ enhances Navy team

THE Royal Navy Boxing Team starts its bid for inter-service glory this month, against the Royal Air Force at RAF St Athan on February 4 and then against the powerful Army team at HMS Nelson on February 18.



Boxing

After such successful Novices and Intermediates Championships at the end of 1992, things looked healthy, but team coach, Tony Bevel, is again faced with the unavailability of some of his star performers: Mne. Mark Edwards, Barcelona Olympics team captain, will be in Norway, as will be others who were earmarked for the 1993 Navy squad.

One shot in the arm was the arrival of three-times ABA super-heavyweight champion and Welsh international Kevin McCormack, now in the Royal Marines.

"I'm delighted with Kevin's progress," said Bevel. "Obviously, it's good for the newer boxers to have an ABA champion in the gym. The problem is getting op-

position for him, he's so well known.

"I have not announced the team to face the RAF and the Army yet because it will be 'horses for courses'. The Army will be determined to win in a blaze of glory because it is WO Mick Gannon, the Army coach's last season — as it is mine, so we're determined to do the same.

"The RAF did well last season and got their act together, where both my Navy and Gannon's Army teams suffered from injuries and non-availability of boxers.

"This year I aim to put the record straight; my ultimate aim has always been to produce ABA champions and international competitors and I hope 1993 sees us there at the top again."

YOUNG VERSUS WALTERS Spectators treated to exceptionally good squash final

HMS Temeraire hosted the 1992 Royal Navy Squash Championships. In the first round of the open competition Cdr. Dick Lindley (MOD) beat No 8 seed CPO Martin Jukes (Osprey), but all other seeded players reached the quarter finals.



Squash

CPO Stuart Walters (Vanguard) bt Lieut.-Cdr. Alex Johnstone 3-1, POPT Ian Binks (Dolphin) bt Sgt Ken Pearson (40 Cdo) 3-1, WTR Jason Youdale (Cochrane) bt Mne Mark Long (Cdo Log Reg) 3-0, and Lieut. Robin Young (Nelson) bt LA Craig Robinson (Osprey) 3-1.

In the semi-finals Walters overcame a very determined Binks 3-1, but the match lasted well over an hour and Walters used up a lot of energy which he could have used later that day in the final. Young beat Youdale, again 3-1, in the other semi. Youdale was suffering an injury to his toe which hindered his performance.

The final, between the No 1 and No 2 seeds turned out to be one of the best for years. Another marathon, it saw Young beat Walters 3-2 to gain his first Navy title in an exceptional match, much enjoyed by the spectators.

Under-25

In the under 25 competition the final was contested by Youdale and Robinson, both of whom had justified their seeding with excellent play in the open competition. Youdale was in magnificent form and won the match comfortably, 3-0.

Two great servants of RN squash, Johnstone and WOPT Tim Webb (Warrior), again seeded 1 and 2, had fairly comfortable journeys to the final of

the veterans competition. Johnstone ran out the winner 3-0, beating the previous year's champion in his first veterans event.

Vintage

The vintage competition was won by Lieut.-Cdr. Mike Benson RN (ret.), who beat Lieut.-Cdr. Glynn Jones RN (ret.) 3-0 and the Plate Competition (for 1st round losers) was won by WOMEM Debono (Raleigh), who beat CPO Bob Giddings (Defiance) 3-2 in a five-set marathon.

Thanks to the organising committee, Lieut.-Cdr. Harry Brickwood and CPOPT Ian Doig for ensuring the weekend was a great success.

● The two squash courts at HMS Rooke have recently been re-opened following extensive refurbishment. They are widely used by both Service and civilian personnel on the Rock.

It is now intended to establish a Royal Naval Squash Club in Gib, whose first event will be the Grouse Open Championship. This is being organised by Peter Wilkey, of the Gibraltar Squash Rackets Club and Steve Shaw, chairman of the Combined Services Squash Rackets Association.

REHA WINS

PETTY Officer John Reha won the singles event at HMS Collingwood's 1993 Table Tennis Championships. Lieut. Sudhir Taylor was runner-up. But in the doubles, Sudhir gained his revenge when he and App. James Griffin beat John Reha and CPO Peter Eggbeer into second place.

Marathon update

FOLLOWING the success of the Royal Navy marathon team in Washington, competition for selection for the 1993 team is expected to be greater than ever. Two other major events on the long distance runners' calendar are coming up.

The RN Half Marathon Championships (March 21 at Fleet, Hampshire) also include the Inter-Services Championships. It is hoped an American team from the USMC will take part. All Service runners are encouraged to enter this race. Details are held by SROs and entry forms may also be obtained from the PT and RO, HMS Dolphin.

The RN Marathon Championships (April 25 at Gosport) double up as the Inter Services Championships (no longer at RAF Swindon). Entry forms are available from Command Recreation Officers and PT officers.

First two RN/RM runners to finish qualify for Washington in November. The remaining places will be filled as in recent years.

Any queries on these races, Washington or other marathons — contact Cdr. Al Rich (HMS Raleigh ext 41204) or Lieut. Steve Gough (HMS Dolphin ext 41135).

Trials ahead for U25s

1993's comprehensive fixture list for the Royal Navy Under 25 cricket side begins with a trials/coaching weekend to be held in Portsmouth on April 23-25 and culminates in the U25 Inter-Service competition at Aldershot on July 9-11.

The trials weekend is the stepping stone to representative cricket in the Royal Navy and players are required to fulfill commitments

throughout the season. But those unable to make the trials — or who know they would be unavailable for part of the season — should not be put off. The more players the better; competition for places fosters a healthy squad. Assistance with travel costs and accommodation for all fixtures can be arranged.

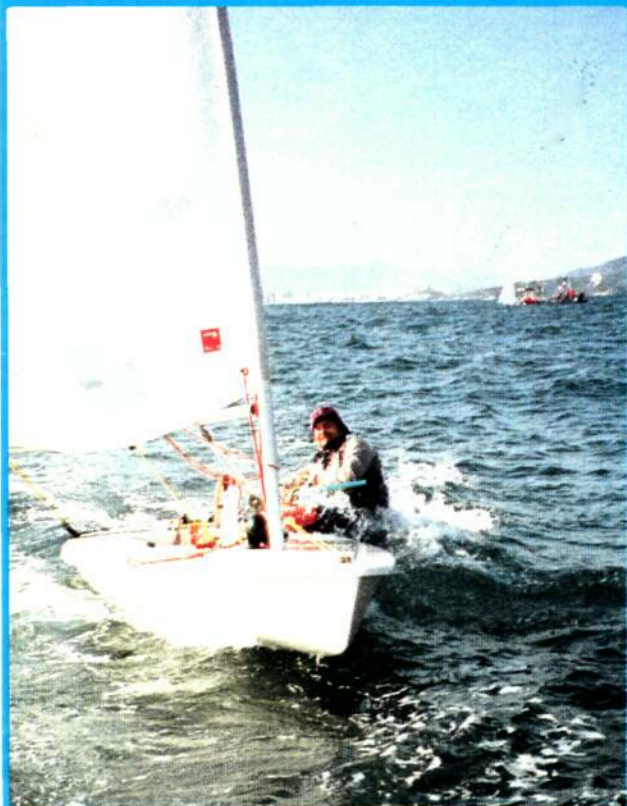
A scorer is also required for the 1993 season — an unsung role but an important one.

A U25 tour to Guernsey is being arranged for May 28-31. First event of its kind for the U25s, it is being heavily subsidised by the RNCC and the Sports Lottery. Early notification of availability would be appreciated.

Those interested in playing, or scoring, for the U25 side should contact the Team Manager, Lieut.-Cdr. Mike Mairis at CWTA, COB2, HM Naval Base, Portsmouth (PNB ext 25249).



Eurolymp regatta success



Photographs —

Above, Lieut. Anne Lucas, winner of the Ladies' Single-handed class, in action in her International Europe dinghy.

Left, Lieut. Steve Cockerill sails his Laser in Spain.

Photo: Times Newspapers Ltd

TWO Royal Navy sailors have made impressive starts to their 1996 Olympic campaigns at the first event in the Olympic Classes European Circuit (Eurolymp) since the 1992 Games. This was held at Palamos in Northern Spain.



Sailing

Lieut. Steve Cockerill, the Training Support Officer at HMS Mercury, was competing in the newest Olympic sailing class — the Laser.

Being the first Eurolymp regatta since the Laser gained Olympic status in November, Palamos attracted a large and competitive fleet of both experienced Laser sailors new to the Olympic scene and seasoned Olympic campaigners new to the Laser.

Ladies' class

Steve sailed an excellent series to finish second overall. Meanwhile, Lieut. Anne Lucas, currently serving as the Staff Analysis Officer at COMMW, Rosyth, won the ladies' singlehanded class

which was sailed in the International Europe dinghy.

Lying fifth overall before the final day, she won the last three races to take the regatta, leaving last year's Olympic representatives from Belgium and the UK in second and third place respectively.

For Anne this was an excellent finish to a successful year in which she finished 11th in the World Championships.

● Back in October Steve successfully regained his title as the Inter-Service Singlehanded Champion at Thorney Island. He beat the opposition convincingly, winning three of the five races.

Steve lost his title in 1989 when he concentrated his efforts on double-handed sailing, reaching the final eight in the last Olympic trials.

Championships

That said, Steve's strength has always been singlehanded sailing and with the hope — now realised — that the Laser would gain selection as the singlehander in the next Olympics — he's been training hard in his boat and in the gym.

Now his sights are set on next year's European Championships in Sardinia and, beyond them, on the 1996 Olympic Games.

Tables turned on Gloucester

HEAVY rain prior to the start of the game made conditions difficult for the South West Counties Competition match between the Royal Navy and Gloucester County FA at Burnaby Road, Portsmouth, but both sides adapted quickly, playing some good passing football and creating chances, *writes Lieut.-Cdr. Jim Danks.*



Soccer

Just before half time the Navy took the lead when a long throw by LPT Paul Willetts (Campbeltown) caused confusion in the Gloucester defence and LAEM Nigel Thwaites was on hand to shoot home. They went further ahead in the 53rd minute when POAEM Chris Long (826 NAS) scored with a tremendous left foot shot from 30 yards, leaving the Gloucester keeper diving in vain as the ball sailed into the top left hand corner of the net.

Five minutes later the Navy scored again, this time also as a result of a long throw from Willetts causing problems. POPT Steve Riley (Dolphin) collected

the ball but was bundled over in the penalty area. A penalty was duly awarded and Steve scored himself, making it 3-0.

Gloucester were not to be denied and only fine work by goalkeeper MEM Jason White (Roebuck) prevented them scoring on two occasions. With 12 minutes remaining the Navy added a fourth; the best goal of the evening. LWTR Paul Benson (MCM2) found Thwaites with a deep cross and he laid the ball off to POPT Nick Haigh to score from close range.

Nicky Bell scored a consolation goal for Gloucester in the 89th minute, but the Navy had avenged a 5-2 defeat last season. This performance concluded a good half-season in which the side remained undefeated.

□ □ □

The pitch at Imber Court was in excellent condition for the Navy's match against the Metropolitan Police. Steve Johnson was back in the Navy side after his cartilage operation.

In their first match for a month, the Navy were slow to get their act together and only goal line clearances from WEM Steven O'Neill (Cochrane) and Riley prevented the Police going two goals up in just seven minutes.

The eager Navy forwards were being caught in the offside trap, but in the 36th minute Thwaites delayed his run perfectly as he collected a lob from LAEM Chris Fairey and ran on to hit the ball past Jim Redmond in the Police goal. But on the stroke of half-time confusion in the Navy defence allowed Clarke to equalise for the Police.

Back in determined mood, the Navy were quickly rewarded when, following a fine move involving Willetts, Johnson and Frame, Thwaites shot beyond the diving Redmond to restore their lead.

The Navy seemed to be denied a penalty when Haigh was upended in the area after cleverly beating his man and they twice had the ball in the net only to be overruled for players having strayed into offside positions.

The Police always threatened, but with 20 minutes remaining POPT Vic Jones (DNPTS) came on and quickly made his mark, scoring with a strong shot. Thwaites then completed a fine hat trick, having collected a perfect through ball from Johnson.

To the Navy's delight, Jones made it a nap hand when, with time to spare, he scored his second and the RN's fifth after a mix up in the Police goalmouth.

The final score rather flattered the Navy; had the Police taken the chances their forwards created against a sometimes hesitant defence the score would have been much closer.

□ □ □

February fixtures: 3 v Somerset in SW Counties Championship at Burnaby Road, kick-off 1930; 16 v Hampshire in SWCC at Waterloo, ko 1945; 24 v Prison Service at Burnaby Road, ko 1415.

● Note: The date of the Inter-Service match against the RAF is now Tuesday, March 9, instead of March 10.

Good angling for Exeter's fishermen

FOR THE second year running HMS Exeter's Sea Anglers have won the Fleet competition, which is decided on annual catches.

The club's 21 members caught fish of some 80 species, landing in all over 1,000lbs. With bluefish, grouper, yellowmouth and trout among the haul, the lads caught — and ate — well.

Some of the members are pictured with the captain of HMS Exeter, Capt. John Cartwright. Lining up in the front row beside him are LCK Terry Morgan, fleet individual champion, LRO Del Dury, who was second, and POCK Jesse James, who finished third.

The Exeter lads are determined to make it three in a row and have issued a challenge to fishermen in all other seagoing ships to try to stop them. For more details contact LCK Morgan, Wardroom Galley, HMS Dryad.



A fistful of memories



PICTURED sporting specially-painted livery — a winged fist — is a Sea Harrier from 899 Sqn. which is celebrating its golden jubilee.

Some 300 past and present members of the squadron gathered at RN air station Yeovilton to honour 50 years service of one of the Navy's longest-standing fighter squadrons.

Formed in 1942 with Seafires, 899 operated in the Mediterranean and the Far East before disbanding in 1945. The squadron reformed at RN air station Brawdy in 1955 with Sea Hawks and joined HMS Eagle for the Suez operation.

Reforming in Yeovilton in 1961 as the Sea Vixen headquarters squadron it was given front line status with the introduction of Sea Vixen Mk II and remained attached to HMS Eagle in both home and Far Eastern waters.

899 reformed again in 1980 as the Sea Harrier headquarters squadron and subsequently embarked in HMS Hermes for action during the Falklands campaign. Since then 899 has been based at Yeovilton training pilots and maintenance personnel on the Sea Harrier.

Picture: CS(Mod)

Pakistan may buy frigates

INTEREST is already being shown in the purchase of the six Royal Navy Type 21 frigates, all due to be phased out of service, starting this year.

The Pakistan Navy is believed to be keen to buy at least four of the Amazon-class vessels, after deals to acquire ex-

US Navy destroyers have fallen through.

Answering a question in Parliament, Jonathan Aitken, the Minister for Defence Procurement, stated, "Discussions with the Pakistan Navy, which has expressed interest in acquiring a range of Royal Navy and Royal Fleet Auxiliary vessels when these ships leave service over the next year or so, are at an early stage."

Chile is also apparently interested in the Type 21s, having previously acquired ex-RN County-class destroyers and Leander-class frigates for her navy.

A change in your allotment

FOLLOWING a review of the activities of HMS Centurion, there are to be several reductions in the current level of service provided to the Fleet.

These include changes concerning voluntary allotments and from April 1 this year allotments for "business purposes" which can be replaced by standing orders or direct debits through the bank will be abolished.

Admissible will be the following allotments: one for family maintenance, one to a savings account, and additional allotments to any of the authorised MOD schemes such as N-Trust, PAX and the Home Savings Scheme.

Tailors and Naafi

Recognising it would be impracticable or unfair to abolish the remaining non-admissible allotments at short notice, last payments of allotments to naval tailors and Naafi will be March 31 1995. For all other non-admissible allotments, the last payment will be December 31 this year. There are no changes to compulsory allotment regulations.

Resulting also from the review are changes concerning pay computer input deadlines, while on mess bill payments, it was concluded that processing of individual's payments through the RN pay computer could no longer be justified. Messes will have to make their own arrangements to recover outstanding bills from mess members and visitors.

It's safety first for Culdrose

LAST year proved another extremely busy one for the red and grey Search and Rescue Sea King helicopters from 771 squadron at RN air station Culdrose.

SUBS TAKE NOTE

Figures now released show 325 flying hours were spent on military and civilian rescue missions, assisting 105 people in 223 incidents.

The figures again emphasise

the important role played by the air station in the maritime safety of this beautiful, but potentially treacherous peninsula, and for the second year running, Culdrose has won the Flight Safety Shield awarded for the best overall contribu-

tion to flight safety.

Saying that 1992 was a busy and rewarding year, Lieut.-Cdr. Stu Pendrich, 771's commanding officer, pointed out how, besides the flying skills, the SAR team effort relied heavily on the professionalism and dedication of the men and women of the squadron engineering and support staff.

FOLLOWING discussions with fishing industry safety representatives, it is planned to extend the submarine notification scheme to cover further regularly-used submarine exercise areas off the west coast of Scotland and in the English Channel.

Detailed operating arrangements are being considered in consultation with HM Coastguard and others.

The notification scheme, which has operated successfully in the inner Clyde since December 1990, was later extended to cover submarine exercise areas in the outer Clyde and at Rona and Raasay, it was stated in answer to a Commons question.

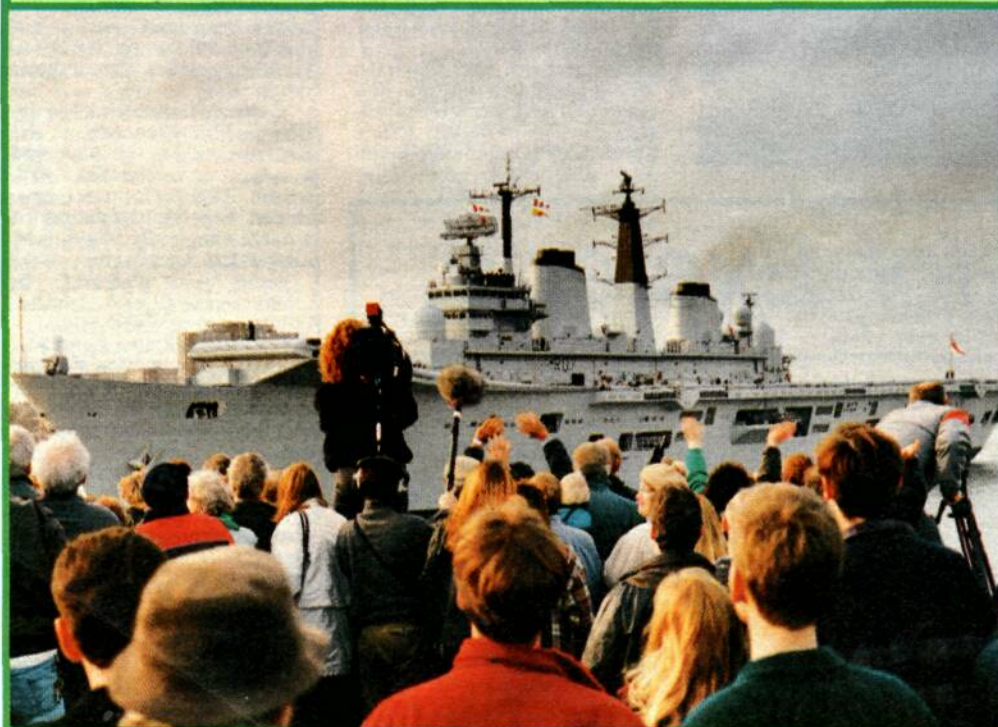
Yacht review

THE future of the Royal Yacht Britannia is under review by the Ministry of Defence.

In a Commons written answer Armed Forces Minister Mr. Archie Hamilton said that in view of the ship's age it was sensible to consider her future.

"This consideration is at an early stage," he added, "and it is too soon to speculate as to its outcome."

Ark heads off to the Adriatic



FAMILIES and friends gave HMS Ark Royal a rousing send-off in Portsmouth last month as she left her home port to meet up with the rest of the "armada" heading for the Adriatic.

The aircraft carrier sailed at the head of a task force which included HM ships Brilliant and Coventry and RFAs Argus, Olwen and Fort Grange (see page one).

Picture: LWREN(Phot) Louise O'Hara

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